YUBA SUTTER DISPOSAL, INC.
CONDITIONAL USE PERMIT AMENDMENT

Initial Study

Prepared by:
City of Marysville

January 2007

ADMINISTRATIVE DRAFT

FOR REVIEW PURPOSES ONLY

YUBA SUTTER DISPOSAL, INC.
CONDITIONAL USE PERMIT AMENDMENT

Initial Study

Prepared by:
City of Marysville

January 2007

8950 Cal Center Drive
Building 3, Suite 300
Sacramento, CA 95826
916.564.4500
www.esassoc.com

Los Angeles

Oakland

Orlando

Petaluma

Portland

San Francisco

Seattle

Tampa

ESA

TABLE OF CONTENTS

Yuba Sutter Disposal, Inc.
Conditional Use Permit Amendment
Initial Study

	Page
Environmental Factors Potentially Affected	**18**
Environmental Checklist	**19**
Aesthetics	19
Agricultural Resources	20
Air Quality	21
Biological Resources	26
Cultural Resources	27
Geology, Soils, and Seismicity	28
Hazards and Hazardous Materials	31
Hydrology and Water Quality	34
Land Use and Land Use Planning	39
Mineral Resources	40
Noise	40
Population and Housing	42
Public Services	43
Recreation	44
Transportation and Traffic	44
Utilities and Service Systems	48
Mandatory Findings of Significance	50
References	**51**

Appendices

A. Traffic Impact Analysis	A-1
B. Air Quality Analysis	B-1
C. Fire Prevention and Control Plan	C-1

List of Figures

1	Regional Location Map	2
2	Project Site Plan	3
3	Receptor Locations	17

Page

List of Tables

1 Estimated Year Gate Receipts Reach IWRF Capacity 9
2 Equipment Used at the FRO 11
Air-1 Off-Road Equipment and On-Road Vehicle Air Pollutant Emissions 22
Traffic-1 Peak Hour Levels of Service - SR 20 and Levee Road 46
Traffic-2 Suggested Levels of Improvement 47

ENVIRONMENTAL CHECKLIST
Initial Study

1. **Project Title:** Yuba-Sutter Disposal, Inc. Conditional Use Permit Amendment

2. **Lead Agency Name and Address:** City of Marysville
Community Development Agency
526 "C" Street
P.O. Box 150
Marysville, CA 95901

3. **Contact Person and Phone Number:** Gary Price, Community Development Coordinator/City Planner
(530) 749-3904
(530) 749-3991 (fax)

4. **Project Location:**
The Yuba-Sutter Disposal, Inc., (YSDI) waste transfer site is located at 3001 North Levee Road, just off Highway 20 in the northeastern portion of Marysville, California (see **Figure 1**). The YSDI site, which includes the Integrated Waste Recovery Facility (IWRF) and the Feather River Organics Composting Facility (FRO), is located on Assessors Parcel Nos. 18-120-021, 18-130-001, 18-130-015, and 8-130-016 and encompasses approximately 160 acres. The IWRF occupies a 18.2-acre parcel and the FRO occupies a 15.8-acre parcel; both facilities are located on portions of the closed YSDI landfill (see **Figure 2).** No changes are proposed to existing facility boundaries.

5. **Project Sponsor's Name and Address:** Yuba Sutter Disposal, Inc.
3001 N. Levee Road
P.O. Drawer G
Marysville, CA 95901

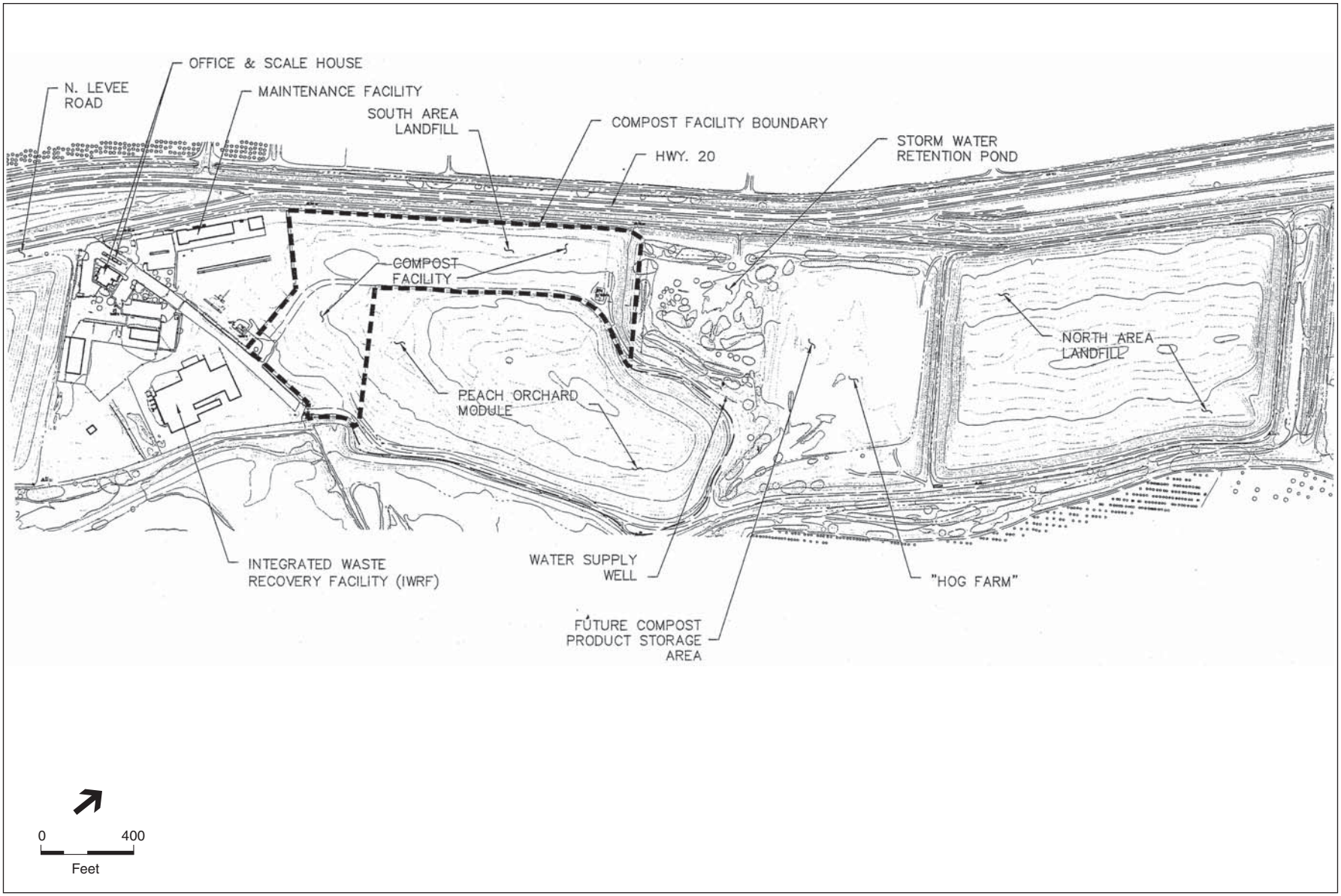
6. **General Plan Designation(s):** Industrial

7. **Zoning Designation(s):** M-2 (General Industrial)

SOURCE: DeLorme Street Atlas USA, 2002; and ESA, 2006

Yuba-Sutter Disposal Transfer Facility Initial Study . 206098

Figure 1
Regional Location Map



SOURCE: Anderson Consulting Group, 2006; EBA, 2006; and ESA, 2006

Figure 2
Project Site Plan

8. Description of Project:

The proposed project consists of revisions to the existing City of Marysville Conditional Use Permit and other applicable permits that govern land uses and activities at the YSDI facility to allow for operational changes at the Integrated Waste Recovery Facility (IWRF) and Feather River Organics Compost Facility (FRO). The revisions are proposed to accommodate regional growth and the anticipated increased future demand for waste management and recycling services through the year 2015.

The proposed operational modifications include increasing the maximum allowed daily quantity of refuse and recyclable materials received at the site; increasing the number of vehicles hauling waste or recyclables materials to and from the site; increasing on-site diversion activities and using the IWRF material-storage bunkers for recyclable materials diverted from the waste stream, increasing the amount of materials permitted on site at the FRO at one time, allowing the collection and handling of universal wastes, and increasing the hours of operation of the FRO to 24 hours per day. The project does not propose changing the currently permitted average or peak daily throughput for the FRO (200 tons per day[1], and 400 tons per day, respectively), or the FRO's permitted annual receipts of 73,000 tons per year. The project does not include new structures or changes to the existing IWRF or FRO boundaries.

The IWRF has been the subject of several prior mitigated negative declarations and the FRO has been the subject of a consistency determination by the Marysville Planning Department.

Project Goals

The primary goals of the proposed project are:

1. Stabilize rates associated with fixed current and future capital costs by relying on existing structures and land improvements to process increased recyclables and wastes generated in the region.

2. Increase the production of value-added green material products—compost and chipped green material—from materials that would otherwise be considered waste.

3. Continue to provide a convenient public drop-off location for recyclables and wastes.

4. Provide opportunities for additional living wage jobs within the City of Marysville. Currently, there are approximately 150 employees at the project site.

[1] Compost limits are presented in this report as tons or tons per day. The existing compost permit for the facility identifies the limits as tons or cubic yards. When green wastes arrive at the facility the density of the material is about 750 pounds per cubic yard. By the end of the process the finished compost is about 1 ton per cubic yard. The Registration Permit specifically identifies the operator may only have 10,000 cubic yards of compost feedstock and active compost on the site at any one time pursuant to Title 14 California Code of Regulations Section 178570 (b).

Project Objectives

The primary objectives of the project are:

1. Increase permitted quantities of recyclables and waste delivered through the front gate, reflective of continuing regional growth.

2. Allow 24 hour operations at the compost facility, to provide 24-hour oversight of the composting process (a 24-hour, on-going biological process).

3. Describe for implementation additional on-site material diversion opportunities, including diversion and appropriate management of construction and demolition (C&D) material and non-hazardous recyclable materials (such as metal and glass) diverted from the incoming waste stream, and future source-separated streams identified by the Regional Waste Management Authority (RWMA). Such future material streams could include, e.g., metal and glass source-separated for recycling and additional C&D materials.

4. Continued acceptance of universal wastes at the IWRF consistent with existing Department of Toxic Substance Control (DTSC) approvals.

Existing Permits

The following permits govern operations and activities at the YSDI site and IWRF and FRO facilities.

Existing Conditional Use Permits

- **77-72-CUP.** This is the original 77-72-CUP issued in 1980 for the YSDI landfill. Some aspects of this permit (such as lighting, pest control, and dust control requirements) are relevant to all areas within the YSDI, including the IWRF and FRO, while other aspects are specific to the now-closed landfill (such as landfill lining and capping requirements and landfill gas control requirements). This permit was initially issued by Yuba County, as the YSDI site was originally located in unincorporated Yuba County. 77-72-CUP was amended several times and in 1988 endorsed and amended by the City of Marysville which assumed jurisdiction over the YSDI site when the City annexed land that included the YSDI property.

- **Use Permit 88-13.** In 1991 the City issued "Special Use Permit 88-13" (which in subsequent amendments is referred to as Conditional Use Permit or Use Permit 88-13) for the YSDI Integrated Waste Recovery Facility (IWRF).

- **88-13 Amendments.** The City issued "Amended Special Conditions for Conditional Use Permit 88-13," which provided for certain landfill operations and extended all conditions of CUP 88-13 to 1 January 1998. The amendments authorized the temporary storage of hazardous materials found as a result of the loadcheck program (for a maximum of 90 days), and authorized a compost facility at the landfill site to be operated in conformance with a composting operations plan that was to be prepared and submitted to the City for review.

- **Provisional authorization of compost operations.** In September 1997 the City sent YSDI a letter indicating that the landfill would be authorized to operate a compost facility if, upon the City's receipt and review of the proposed composting operations plan, the City determined that the proposed operations conformed with YSDI's Use Permit.

- **Use Permit 97-07.** In November 1997 the City issued Use Permit (UP) 97-07 which extended UP 88-13 for 10 years. The letter advising YSDI of the UP extension also requested YSDI to submit a Compost Operations Plan.

- **Authorization to proceed with proposed full scale compost operation.** In 1998 the City sent a letter to Norcal (parent company of YSDI), acknowledging receipt of the Report of Compost Site Information (RCSI), stating the City's finding that all activities relating to the compost operation were consistent with the conditions of City-issued entitlements and that the compost pilot program had been successfully completed, and authorizing YSDI to proceed with implementation of the proposed (full scale) compost operation**.**

- **Use Permit 2001-04.** In 2001 the City's Planning and Historic Preservation Commission approved Use Permit 2001-04 to amend Use Permits 88-13 and 97-07. UP 2001-04 increases the IWRF's permitted hours of operation from 6 a.m. to 5 a.m. [to 10:00 p.m., daylight savings time and 9:00 p.m., standard time; closing times did not change] and authorizes the addition of a construction and demolition (C&D) material sort line at the IWRF.

Existing Solid Waste Facility Permits

- **SWFP 58-AA-0008.** The IWRF's existing Solid Waste Facility Permit (SWIS NO. 58-AA-0008) was issued by the Yuba County Environmental Health, in its capacity as Yuba-Sutter Local Enforcement Agency (LEA), and concurred in by the California Integrated Waste Management Board (CIWMB). The SWFP, which was issued on August 2, 2001, permits the facility to accept up to 1,080 tons of material per day and allows for 560 vehicles carrying incoming or outgoing waste and recyclable materials to access the site per day (i.e., 560 vehicle round trips). The tonnage and number of vehicles on this SWFP is considered the total for incoming or outgoing materials and material-hauling vehicles for the YSDI site, including green material to and from the FRO. Permitted hours of operation are 5:00 a.m. to 10:00 p.m., daylight savings time, and 5:00 a.m. to 9:00 p.m., standard time. The area of the IWRF parcel covered by the SWFP is 7.1 acres. The SWFP limits the time that municipal solid waste may be stored at the facility to a maximum of 48 hours unless otherwise approved by the LEA. Implementation of the proposed project will require a revision of the IWRF's SWFP to reflect the proposed operational changes.

- **Registration Permit 58-AA-0015.** The FRO's Registration Permit (SWIS No. 58-AA-0015), issued by the LEA on January 14, 2003, permits the compost facility to accept up to 400 tons per day (peak) and 73,000 tons per year (approximately 200 tons per day on average). The Registration Permit also identifies FRO's site capacity as 73,000 tons. The permit allows 154 vehicles per day carrying incoming and outgoing waste material

(i.e., incoming feedstock and outgoing compost or chipped and ground material). The permitted tonnage and vehicles accessing the FRO are part of – not in addition to – the tonnage and vehicles permitted in the IWRF's SWFP. Hours permitted in the Registration Permit are from 6:00 a.m. to 9:00 p.m., seven days per week. The permitted facility size and operating area for composting is 15.8 acres.

Within the CIWMB permitting hierarchy, a Registration Permit is a lower-tier permit than a full Compostable Materials Handling Facility Permit. The current Registration Permit limits the site to 10,000 cubic yards of incoming feedstock and active compost materials. Because of the proposed increase in compostable materials handled at the site, the implementation of the proposed project will require the FRO to obtain a Compostable Materials Handling Facility Permit, issued by the LEA with the concurrence of the CWIMB. The Compostable Materials Handling Facility would replace the existing Registration Permit.

Other Existing Permits

YSDI operates under a National Pollutant Discharge System (NPDES) permit issued by the Central Valley Regional Water Quality Control Board (RWQCB) and a Waiver of Waste Discharge Requirements (WDRs) for the FRO from the RWQCB. Note that the Central Valley RWQCB's Resolution 96-031, which authorized issuance of a Waiver of WDRs for compost facilities, was sunsetted by the state legislature and is no longer officially in effect. The RWQCB is working to draft a "General Waste Discharge Requirements" document to govern compost facilities in place of the waiver. In the meantime, FRO is operated according to the conditions in the WDR Waiver 96-031.[2]

In addition to the CUPs, SWFP, Registration Permit, and Waiver of WDRs, YSDI operates under California Reclamation Board permits (No. 15282 and No. 15383) for (1) installation and maintenance of water and sewer lines, and (2) building removal, building construction, and installation and maintenance of underground utility lines, and a Permit to Operate (No. 29003) the landfill gas flare and related equipment for the North, South, and Peach Orchard Areas of the YSDI site from the Feather River Air Quality Management District (FRAQMD). .

Proposed Permit Revisions

The proposed changes to existing operations in order to accommodate regional growth and increased demand for waste management and recycling services in the region would require revisions to YSDI's existing permits. The proposed project includes the following elements:

- An increase in the permitted hours of operation of the FRO to 24 hours per day, seven day per week, year around. Current permitted hours of operation within the CUP footprint are from 5 a.m. to 10 p.m., daylight savings time, and from 5 a.m. to 9 p.m., standard time; current permitted hours within the FRO footprint, as provided in the Registration Permit, are from 6 a.m. to 9 p.m.

[2] Continued operation consistent with the WDR Waiver, until new General WDRs are adopted, is consistent with guidance Norcal compost facility managers at another Central Valley compost facility received from the RWQCB.

The proposed change would allow 24-hour activities, including periodic windrow turning, on-site temperature monitoring, and operation of a water truck, to supplement current fire prevention practices, in the event conditions warranted such activities. Grinding operations would be limited to current hours (6 a.m. to 9 p.m.). (No change is proposed to the hours of operation or public hours at the IWRF.)

- A revision to the FRO compost facility permit to incorporate the management of all materials handled at FRO, including feedstock, active compost, finished product, and chipped and ground material. Currently, approximately 20,000 cubic yards of material is retained at the site at one time including the 10,000 cubic yards of feedstock and active material applicable to the FRO's Registration Permit, and the approximately 10,000 cubic yards of finished compost and chipped and ground material retained at the site, which are not covered in the current permit. The new permit would allow up to 40,000 tons of material on the site. Thus, the proposed permit revision would essentially double the total amount of green material at the site at any one time. Since slightly less than half of the 16-acre site currently is in use, no change to existing FRO boundaries is proposed. The proposed change would require issuance of a Compostable Materials Handling Facility Permit by the LEA, with the concurrence of the CIWMB, to replace the current Registration Permit.

- An increase in the permitted maximum daily tonnage of waste and recyclables from 1,080 tons per day to 1,870 tons per day (estimated tons per day for 2015). No changes in the IWRF boundary, facilities, or SWFP boundary are proposed. Consistent with current permits the proposed tonnage in the IWRF permit would include all materials to the YSDI site, including feedstock going to the FRO

- An increase in waste/material-hauling vehicles permitted in the SWFP from 560 to 975. The currently permitted 560 vehicles covers incoming and outgoing trips (i.e., 560 incoming vehicle trips and 560 outgoing vehicle trips), which would increase to 975. As with tonnage, the number of vehicles in the SWFP includes vehicles going to and from the FRO.

- Use the storage bins and bunkers at the IWRF for source-separated recyclable materials, in order to implement additional material diversion opportunities. This project component would redesignate the bunkers south of the IWRF currently used for primarily for glass to allow for the management of additional recyclables, including but not limited to C&D material. Other source-separated materials stored in the bunkers could include glass, metal, and other non-hazardous recyclable materials.

- Addition of universal wastes to the IWRF's SWFP, consistent with existing approvals granted YSDI to accept these wastes. YSDI is currently approved by the DTSC to accept universal waste (described in more detail below). However, acceptance of universal wastes is not specifically listed as an accepted material in the current CUP or SWFP. While no changes are proposed to current practices for managing such wastes, this project component would include a SWFP revision to include the acceptance of universal waste as a permitted activity.

Growth Projections A primary purpose of the proposed project is to accommodate demand for waste diversion and waste management options and to accommodate anticipated regional growth. Based on the annual rate of growth in gate receipts at YSDI in recent years (for materials going to both the IWRF and FRO), YSDI has anticipated a potential annual rate of growth of approximately 7 percent through the year 2015. By using 2006 estimates of 530 vehicles per day and 1,020 vehicles per day for 2006, a 7 percent annual growth rate results in approximately 975 vehicles per day and 1,870 TPD in the year 2015[3]. The proposed 7 percent annual growth rate may be higher than the actual growth in waste receipts, but is used for environmental analysis and permitting to not underestimate the volume of waste that will need to be handled in the coming years.

The assumed 7 percent growth rate is higher than other long-term growth projections in the area. The Sacramento Area Council of Governments (SACOG) provides growth projections from 2005 to 2025 for a six-county region that includes Yuba and Sutter Counties. SACOG projects an average annual population growth rate for Yuba and Sutter Counties of approximately 2.5 percent for the period from 2005 to 2020, and an average annual growth rate of approximately 2.4 percent for the period from 2005 to 2025. Based on the annual increase in receipts that at the IWRF and FRO in recent years (from 7 to 15 percent), however, the project applicant anticipates that facility would continue to experience an increase in receipts of approximately 7 percent per year rather than the lower SACOG projections for population growth. **Table 1** shows five year projections using the 2.4 percent and 7 percent growth rates. The 7 percent growth rate results 975 vehicles roundtrips per day and 1,870 tons per day of incoming waste in the year 2015. These are the vehicle trips and waste volumes analyzed in the Initial Study. As can be seen in Table 1, if the lower growth rate occurs, then analyzed growth rate (975 vehicle roundtrips per day and 1,870 tons per day) would not be realized until the year 2032.

TABLE 1
ESTIMATED YEAR GATE RECEIPTS REACH IWRF CAPACITY

	SACOG Average Annual Growth Rate Yuba and Sutter Counties 2005-2025 (2.4%)		IWRF Recent Annual Growth Rate (7%)	
Year	Tons per Day	Vehicle Daily Roundtrips	Tons per Day	Vehicle Daily Roundtrips
2006	1,020	530	1,020	530
2011	1,148	597	1,431	743
2015	1,263	656	**1,870**	**975**
2016	1,293	672		
2021	1,456	756		
2026	1,639	852		
2031	1,845	959		
2032	1,890	982		

Bold values represent the project scenario analyzed in the Initial Study
SOURCES: SACOG, Jurisdictions from 2005 to 2025, http://www.sacog.org/demographics/projections/index.cfm; Norcal, 2006.

[3] ESA analyzed vehicle data provided for the facility for the first 11 months of 2006. This was the most recent data available and the average number of vehicle round trips per day was 530, which is approximately 95 percent of the vehicle trips permitted in the Solid Waste Facilities Permit for the IWRF. The Solid Waste Facilities Permit limits the IWRF to 1,080 tons per day of waste. For projecting future waste volumes, ESA assumed the 2006 waste volumes would also be 95 percent of the permit limit, rounded to 1,020 tons per day.

Existing and Proposed Facility Design, Controls, and Operations

Integrated Waste Recovery Facility (IWRF)

The 18.2-acre IWRF parcel includes a 67,300-square-foot IWRF building, a two-story administration office building, and employee and visitor parking around the administration building. The IWRF is designed to accommodate the handling and processing of municipal solid waste, recyclable materials (including commercial and residential organic waste), and construction and demolition (C&D) material. The area immediately surrounding the IWRF building includes areas used for access and routing, areas for processing C&D materials, bunkers for managing source-separated recyclables, areas for moving baled recyclable materials, and a portable scale. The main scale house is located near the site entrance. Areas within the IWRF building accommodates the following waste handling activities:

- public unloading (west side of building)
- commercial unloading (east side of building)
- waste loading and transfer operations
- processing lines for source-separated materials
- public buy-back, and
- a loading dock for outgoing recyclable materials

The portion of the IWRF included within its Solid Waste Facility Permit (SWFP) boundary (approximately 7.1 acres) includes the parcel entrance and scale house, entry road, IWRF structure, and areas immediately around the IWRF building used for materials processing and management (refer to **Figure 2**).

Hours

The IWRF currently operates Monday through Saturday from 5:00 a.m. to 10:00 p.m. during daylight savings time and from 5:00 a.m. to 9:00 p.m. the rest of the year. In addition to these operating hours the SWFP specifies hours the facility is open to the public, 7:30 a.m. to 4:30 p.m. daily. No changes are proposed to the IWRF's hours of operation.

Tonnage and Vehicles

The current SWFP permits the facility to receive a maximum of 1,080 tons per day; 560 waste and materials collection/removal vehicles are permitted per day. YSDI proposes increasing the permitted tonnage to 1,870 tons per day and increasing the number of vehicles bringing waste or feedstock or taking out compost and recyclables to 975. As is currently the case, the FROs permitted tonnage and vehicles (400 tons per day peak, 200 tons per day average, and 154 vehicles per day, are not proposed to change.

Equipment

Stationary equipment used at the IWRF includes one source-separated-material sort line, one baler line, and one C&D sort line; two vehicle scales are located at the scalehouse.

Total mobile equipment currently used at the IWRF and the FRO, as well as projected mobile equipment for future operations and average hours of operation, are shown below in **Table 2**.

TABLE 2
EQUIPMENT USED AT THE FRO

Equipment Type	Number Currently Used	Number Required for Future Operations	Average Hours used per Day per Piece of Equipment
Grinder	1	1	1.75
Windrow Turner	1	1	1
Pre-Screen	1	1	3
Finish-Screen	1	1	3
Front-End Loader	5	7	8-12
Water Truck	1	1	1-2
Excavator	2	2	8-12
Forklift	2	3	8-12

SOURCE: YSDI, 2006.

Waste Receipts

The IWRF currently receives the following types of wastes from residents and businesses in Yuba and Sutter counties and surrounding areas:

- Non-hazardous general waste (including residential, commercial, and industrial refuse)
- Source-separated recyclables
- Universal waste (described in more detail below)
- Limited household hazardous waste (batteries, used oil and oil filters, and paint)

Potentially prohibited wastes discovered through the facility's loadcheck program are either returned to the generator or stored onsite in an approved hazardous material storage container pending off-site disposal. No changes are proposed to the current prohibitions against accepting these wastes or management of these wastes discovered through the loadcheck program.

Universal Wastes. Universal wastes are hazardous wastes that are generated by a wide variety of people. Examples include batteries and fluorescent tubes. Universal waste rules allow common, low-hazard wastes to be managed under less stringent requirements than other hazardous wastes. California's Universal Waste Rule became effective on February 8, 2002. Since that time, several other common wastes have been added to the list of universal wastes. These include mercury wastes, consumer electronic devices and cathode ray tubes (CRTs). Other wastes may be expected to be added to the list from time to time. In general, universal wastes may not be discarded in ordinary solid waste landfills. To prevent landfilling of universal wastes brought to the IWRF and provide the public with a facility to bring such wastes, YSDI currently is approved by the DTSC to accept universal waste in accordance with the DTSC regulatory requirements for Small Quantity Handlers of Universal Waste. All handling, storage, transport, and recycling or disposal of universal wastes is consistent with applicable federal, state, and local regulations, and in particular, the DTSC's California Universal Waste Rule, Control Number R-97-08, Section 66273.1 et seq. Site personnel receive training in proper and safe handling of universal wastes, including emergency procedures, and are equipped with appropriate personal protective devices, and universal wastes delivered to the facility are managed according to regulations. No changes are proposed to the current receipt and management of universal wastes at the IWRF.

State Minimum Standards and Environmental Controls

The IWRF was constructed and is operated in conformance with state, regional and local requirements, including state standards for facilities located on landfills (Title 14, California Code of Regulations [14 CCR] Section 17406.1), general design requirements (14 CCR Section 17406.2), and requirements to minimize public nuisances and to protect the surrounding environment. Practices to control potential nuisances and environmental hazards include the following:

- The facility and facility equipment are cleaned regularly to ensure proper equipment operation, control litter, and minimize vector attractants. Areas within the IWRF holding the most putrescible material are cleaned daily. Surrounding property including site entrance and exit are monitored and maintained weekly to prevent tracing or off-site migration of waste materials, dust, and odors.
- A series of ditches and drainage inlets control drainage at the facility. Stormwater is diverted to catch basins and subsequently discharged offsite as allowed under the General Stormwater NPDES Permit issued and monitored by the RWQCB. Wastewater lines are connected to the City of Marysville sewer system and ultimately discharge to the City's publicly-owned treatment works.
- Dust is controlled by conducting all unloading and processing operations within the enclosed IWRF, regularly operating street sweepers on roadways within the SWFP boundary, regularly inspecting and cleaning the bunkers, and using overhead water misters installed along the C&D sort line.
- The IWRF does not accept hazardous, liquid, or special wastes. The IWRF does accept batteries, used oil, used oil filters, paint, and universal waste. Any unacceptable materials discovered during loadchecks or sorting processes are removed for appropriate handling and stored in a hazardous waste container pending off-site disposal.
- All waste receipts are managed to control litter. Recyclables sorting takes place inside the IWRF. C&D sorting takes place under a canopy on the leeward side of the IWRF. Any litter than escapes is routinely collected to prevent safety hazards, nuisances, and the off-site migration of litter.
- Odor is controlled by the timely removal of residual refuse and regular cleaning of the transfer station tipping floor and trailer loading pit.
- Building orientation and the enclosed nature of the IWRF help control noise. Mobile equipment including heavy equipment and street-legal trucks are equipped with mufflers. All employees working within the IWRF are provided optional hearing protection.
- Flies, rodents, and other vectors, animals, and birds are managed at the site by focusing on removing the most putrescible materials as they are delivered. The excavator operator is able to load such material into transfer trailers for immediate removal. Additional controls include removal of all waste within 48 hours, and periodic cleaning of the tip floor. Other measures implemented at the site include the use of traps and bait for rodents, spraying as needed for ants and other insects, and minimizing standing water to control mosquitoes.

- Within the IWRF SWFP boundary, vehicle operators have clear site lines and traffic patterns are designed not to interfere with internal operations or present an internal traffic hazard. Signage and traffic cones are used to guide traffic, and speed limits are enforced. Public (self-haul) and commercial vehicles are directed to different unloading areas. Spotters are used during high traffic times to direct traffic. There is approximately one-quarter mile distance along N. Levee Road between Highway 20 and the scalehouse, which allows a vehicle queing buffer of approximately 50 vehicles.

Worker Health and Safety

YSDI implements a variety of safety programs and provisions to ensure the health and safety of its employees. Programs and provisions include, but are not necessarily limited to, the following:

- Injury Illness and Prevention Program (IIPP)
- first aid instruction for all managers and supervisors
- proper signage for safety hazards
- adherence to OSHA standards and procedures
- training on the types, identification procedures, and handling methods for alls suspicious and/or prohibitied wastes delivered to the facility; and
- regularly scheduled safety meetings

The Feather River Organics Compost Facility (FRO)

The 15.8-acre FRO parcel includes areas for compost windrows,[4] curing piles, and storage. Other miscellaneous processing activities, including the unloading, mixing, and grinding of incoming green material and the screening and loading of finished compost product, move periodically throughout the facility to be near the active working area. The FRO is designed to accommodate the processing of 200 tons per day of composted material and 200 tons per day of chipped and ground material for a combined throughput of 400 tons per day. The current Registration Permit permits the acceptance of 400 tons per day, identifies the FRO site capacity as 73,000 tons per year, and, consistent with Title 14 CCR regulations that were in effect at the time the permit was issued (2002) for facilities operating under a Registration Permit, limits the amount of material that may be on site at any one time to 10,000 cubic yards. Permitted traffic is 154 vehicles per day carrying incoming or outgoing green material and compost. The permitted tonnage, volume, and number of vehicles in the FRO Registration Permit are part of - not in addition to – the tonnage and vehicles specified in the IWRF SWFP. No changes are proposed to the existing FRO site boundaries, peak or average daily tonnage, or permitted annual tonnage. The project proposes to increase the amount of material at the site at any one time to 40,000 cubic yards.

Compost feedstock

The FRO receives source-separated green material, yard trimmings, and similar materials as feedstock. The facility does not accept animal material or food wastes. Wood chips meeting the definition of green material may occasionally be mixed with the feedstock or active compost to enhance the composting process; wood chips are the only additive used in the process.

[4] Windrows are elongated piles of ground and mixed greenwaste in which the active composting occurs.

No amendments currently are added to the stabilized (cured) compost; however, wood chips, clean soil, clay, or similar material may be included as amendments in the future. No changes are proposed to the type of feedstock currently received.

Compost operations

All incoming loads are weighed and characterized as to material type and source at the scalehouse, near the site entrance. Commercial haulers are directed to the windrow(s) currently under construction and tip directly into windrows. Public self-haulers unload their material at a tipping area adjacent to the compost facility entry point. Site personnel relocate this material to the windrows. Feedstock windrows are constructed as material is received. Larger contaminants such as metal and plastic are removed by hand from the windrows. Once completed, feedstock windrows are typically about 30 feet wide by 10-15 feet tall and 175-200 feet long[5]. FRO maintains a 20-foot fire break between each feedstock windrow. Temperature monitoring begins as windrows are constructed to monitor internal conditions. These windrows constructed of incoming material (as well as previously composted oversized material), referred to as oversize windrows, are generally turned twice weekly, for a period of approximately six to eight weeks. Plastic and metal are removed by hand throughout this process.

After about six to eight weeks, windrows are processed through a series of mechanical screens to separate it into two products according to size. Oversized material is recombined with a feedstock windrow or sent off-site for use as alternative daily landfill cover. Alternatively, oversized material may be ground, in which case it may be recombined with either feedstock or undersize material windrows.

Undersized materials are recombined into smaller windrows, which typically average 15-20 feet wide by 5 feet tall by 175-200 feet long[5]. Ten-foot wide fire breaks are maintained between these smaller windrows, referred to as undersize windrows. The screening process also removes contaminants. Temperature monitoring continues throughout all windrow processes. Undersize windrows are turned every three days for about two weeks.

Windrow temperatures are monitored to determine windrow turning frequency and maintain compliance with pathogen reduction requirements of State composting regulations (Title 14 CCR Section 17868.3). The windrows are turned using a windrow turner and moistened periodically to maintain adequate aeration and moisture. Overall, the active composting process takes from eight to ten weeks, depending on ambient temperature, weather, and windrow turning frequency.

Water for the composting operations is provided by a well located northeast of the FRO footprint. Water is supplied by a water truck. Currently, FRO uses about five water truck cycles per day, at three thousand gallons per cycle. Increasing the amount of active compost would require a proportional increase in water use. The existing well capacity is sufficient for the proposed increase in composting.

Active temperature monitoring and turning mitigate the potential for spontaneous combustion of the composting windrows; pile spacing and available on-site equipment are additional site provisions discussed with the fire dept.

[5] According to Phil Graham, site operator (personal communications January 8, 2007), the oversized windrows are approximately 1,000 cubic yards each and the undersize windrows are approximately 500 cubic yards each.

When the composting process is completed the windrows are screened to create various products for markets. The material is sampled and tested to verify compliance with state standards for metal concentrations and pathogen reduction (Title 14 CCR Sections 17868.2 and 17868.3, respectively). Stockpiles of finished compost may remain on site for up to nine months, depending on time of year and seasonal demand. Ultimately, all materials are removed from the FRO footprint.

About half of the incoming feedstock is mixed and ground in a tub grinder, and is available, uncomposted, to off-site markets for such uses as mulch and biomass fuel. Chipped and ground material designated for off-site markets may remain on site for more than seven days, as approved by the LEA.

Drainage Controls

Site drainage is managed as specified in the WDR waiver. Specifically, all areas used for storage and treatment of feedstock and additives are designed, constructed, and maintained to control and manage (1) water potentially coming onto the site, (2) runoff, and (3) precipitation that falls within the boundaries of the storage and treatment areas. All areas used for storage or composting of feedstock materials and additives are protected from inundation by surface flows associated with the 24-hour 25-year storm event. The site is designed and constructed to ensure that liquids and storm water are discharged consistent with the requirements of the General NPDES Storm Water Permit, if rainfall exceeds the 24-hour, 25-year storm event, to ensure that storm water discharge will not cause or threaten to cause contamination, pollution, or nuisance.

Prior to the onset of the rainy season, FRO personnel conduct an annual survey to assure that the site is graded and prepared to eliminate and prevent erosion and prevent ponding. The surfaces of all areas used for storage and treatment of materials are designed, constructed, and maintained to prevent infiltration and promote the lateral surface drainage of any liquid generated during storage and treatment, in order to protect groundwater and surface waters throughout the lifetime of the operation. Any surface subsidence or cracking caused by the operation of site equipment is repaired immediately.

FRO personnel regularly inspect the storage and treatment areas for emergence of leachate, ponding, or surface failures such as cracking or subsidence. If leachate, ponding, cracking, or surface subsidence is observed, measures are immediately implemented to maintain performance standards specified in the WDR waiver.

Hours

Hours of operation permitted in the CUP are the same for the FRO as for the IWRF, 5 a.m. to 10 p.m. during Daylight Savings Time and 5 am to 9 p.m. the rest of the year. Permitted hours under the FRO's Registration Permit are 6:00 a.m. to 9:00 p.m., seven days per week. This project proposed to increase operations (including temperature monitoring and maintenance) to 24 hours a day for the FRO.

Equipment

Current and future equipment used at the FRO and IWRF is shown above in Table 2.

9. Surrounding Land Uses and Setting:

Land uses surrounding the IWRF and FRO include the closed YSDI landfill to north; portions of the closed YSDI landfill, undeveloped riparian land, the Yuba River, and orchards beyond it, to the east; a closed landfill (not associated with YSDI), to the south; and North Levee Road, Highway 20, and agricultural lands beyond Highway 20, to the west.

As depicted in **Figure 3**, the majority of residences in the vicinity of the project are located to the west of the IWRF and FRO, with the nearest residence (labeled R1 in **Figure 3**) approximately 2,000 feet from the closest activity area of the IWRF, and approximately 2,600 feet from the FRO. The nearest residence to the northwest (labeled R2 in **Figure 3**) is approximately 1,750 feet from the IWRF and 1,200 feet from the FRO. The nearest residence to the east of the project (labeled R3 in **Figure 3**) is approximately 4,500 feet from the IWRF and 3,400 feet from the FRO. Based on review of aerial photographs, there are no obvious residential areas to the south within 4,000 feet of the project boundary.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

If the project is approved, the permits that govern operation of the IWRF and FRO may need to be modified or upgraded to reflect the proposed changes. The permits that require discretionary approval, and therefore require environmental review under CEQA, include:

- Conditional Use Permits 77-72, 88-13, and 97-07 (issued by the City of Marysville, the lead agency);
- Solid Waste Facility Permit 58-AA-0015, governing operations at the IWRF , issued by Yuba County Environmental Health as the Local Enforcement Agency (LEA) for the California Integrated Waste Management Board (CIWMB);
- Registration Permit 58-AA-0008, governing operations at the FRO, also issued by Yuba County Environmental Health as the LEA for the CIWMB. The project would require the FRO to have a Compostable Materials Handling Facility Permit (issued by the LEA) in place of the Registration Permit.
- Waste Discharge Requirements (WDRs) or Waiver of WDRs from the Central Valley Regional Water Quality Control Board (CVRWQCB) governing operations at the FRO. The FRO currently operates in conformance with a Conditional Waiver of Waste Discharge Requirements, issued to the facility in 2001, on the condition the facility operate in accordance with Resolution 96-031 of the CVRWQCB. Resolution 96-031 was sunsetted in 2003 by the State Legislature, and the CVRWQCB currently is drafting General Waste Discharge Requirements for composting facilities in the Central Valley. Until new WDRs for composting facilities are adopted, the FRO will continue to operate in accordance with the Conditional Waiver and Resolution 96-031.
- As a facility discharging more than 500 cubic yards of compostable material to the land, the FRO also complies with SWRCB Order Nos. 91-13-DWQ and 92-12-DWQ for discharge of storm water as specified in Resolution 96-031.
- National Pollutant Discharge Elimination System (NPDES) permit issued by the Central Valley RWQCB.
- Authority to Construct Landfill Gas (LFG) control system #29003A and Permit to Operate #29003 for the LFG Flare and ancillary equipment, from Feather River Air Quality Management District

SOURCE: USDA, 2006; and ESA, 2006

Yuba-Sutter Disposal Transfer Facility Initial Study . 206098

Figure 3
Receptor Locations

Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology, Soils and Seismicity
☐ Hazards and Hazardous Materials	☐ Hydrology and Water Quality	☐ Land Use and Land Use Planning
☐ Mineral Resources	☐ Noise	☐ Population and Housing
☐ Public Services	☐ Recreation	☐ Transportation and Traffic
☐ Utilities and Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature	Date
Printed Name	For

Environmental Checklist

Aesthetics

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
1. AESTHETICS—Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☒	☐	☐

Discussion

a) There are no scenic vistas in the project vicinity. Therefore the project would have no effect on scenic vistas.

b) The project is not located within or near a scenic highway corridor or a highway eligible for designation under the state scenic highway program (Caltrans, 2006). The project would not damage any trees, rock outcroppings or historic buildings.

c) The proposed increased level of activity at the IWRF, including handling of additional source-separated recyclable materials, would primarily be located within the IWRF building or adjacent to the IWRF building and thus would not be visible from the road or other public areas outside the landfill site. The FRO is located adjacent to Highway 20 and the increased composting operations – including additional windrows and storage of incoming green material and finished compost would be visible from the road. However, the project does not propose an expansion of the site and the receipt and storage of additional green material is consistent existing site activities and the visual character of the site. Additional windrows and/or curing compost piles would not disrupt or conflict with current visual characteristics of the site and its surroundings. In addition, as with the currently permitted facility, the FRO may under the project implement "ag bag" composting in the future instead of the current windrow composting. Implementation of ag bag processing of the proposed increase in compostable material also would be consistent with the visual character of the area. Therefore, the proposed changes at FRO would not substantially degrade the visual character or quality of the site or its surroundings and the impact would be less than significant.

d) As depicted in Figure 3, all of the residences in the vicinity of the project are at least 1,750 feet from the IWRF and 1,200 feet from the FRO. The 24-hour operation of the FRO will require portable night lighting at the FRO but this would be directed to the compost piles and would not be evident from 1,200 feet away from the site. The area already has nighttime lighting from the vehicles on Highway 20. Of more concern would be that nighttime lighting on at the FRO could distract vehicles traveling on Highway 20, which is only approximately 150 feet from the FRO facility.

> **Mitigation Measure AESTHETICS-1.** Outdoor light sources at the FRO shall be aimed or shielded so as to minimize stray light that could affect drivers on Highway 20.

Agricultural Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
2. AGRICULTURAL RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. **Would the project:**				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance to non-agricultural use?	☐	☐	☐	☒

Discussion

a) The project is located within the existing boundaries of the IWRF and FRO sites on the closed YSDI landfill, which does not contain prime or unique farmland or farmland of statewide importance.

b) The project is located on a closed landfill that does not have any land zoned for agricultural use or under a Williamson Act contract. Proposed activities are consistent with current site operations and would not conflict with agricultural zoning or any Williamson Act contracts that may exist on nearby sites.

c) The project is located on a closed landfill and involves operations that are a continuation of or consistent with current waste management and compost activities. The project does not involve changes to the site or operation that would result in the conversion of farmland to non-agricultural use.

Air Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
3. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☒	☐	☐

Discussion

a) The applicable air quality plan is the Feather River Air Quality Management District (FRAQMD) *Northern Sacramento Valley Air Basin 2003 Air Quality Attainment Plan* (FRAQMD et al., 2004). The current FRAQMD set of rules and regulations represents all feasible control measures for sources in FRAQMD jurisdiction. The FRAQMD plans to achieve the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) by the earliest practicable date as a result of local reductions.

See the discussion regarding air pollutant emissions for Issue 3(b) below. The long-term emissions from the project would potentially contribute to pollutant threshold exceedances in Yuba County. This impact would be less than significant with implementation of **Mitigation Measures AIR-1** through **AIR-3.**

b) No construction activities are associated with the project since there are no proposed new facilities or upgrades. However, operation-related activities resulting from the project would result in the long-term emissions of air pollutants from off-road equipment, truck and automobile exhaust, soil disturbance, and wind erosion. The air pollutants of primary concern during operation of the project are PM10 and ozone precursors (ROG and NO_x). The emissions generated from IWRF and FRO operational activities include:

- Dust (including PM10 and PM2.5) primarily from "fugitive" sources (i.e., emissions released through means other than through a stack or tailpipe) such as soil disturbance

- Combustion emissions of criteria air pollutants (ROG, NOx, carbon monoxide, sulfur dioxide, PM10, and PM2.5) primarily from operation of heavy off-road equipment, portable auxiliary equipment, and truck and automobile trips (primarily diesel and gasoline-fueled, respectively)

Fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM10 concentrations may be adversely affected on a temporary and intermittent basis during operation of the facilities. In addition, the fugitive dust generated by IWRF and FRO would include not only PM10, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts.

Off-road equipment emissions were calculated with CARB's OFFROAD2007 model and project-related on-road vehicle emissions were calculated using EMFAC2007 emission factors. FRO composting emissions were calculated using the CIWMB emission factor for ROG for the addition of 30,000 cubic yards of feedstock and active material to be composted on site (Smyth, 2007). These emissions are shown below in **Table AIR-1** for the year 2015 and compared to the existing year (2006) emissions.

TABLE AIR-1
OFF-ROAD EQUIPMENT AND ON-ROAD VEHICLE AIR POLLUTANT EMISSIONS[1]

	UNMITIGATED CRITERIA POLLUTANT EMISSIONS (lbs/day)			
PROJECT OPERATION	**ROG**	**NOx**	**CO**	**PM10**
On-road Vehicle Emissions - Year 2015	7	51	124	31
Off-road Equipment Emissions – Year 2015	15	125	113	5
FRO Composting Emissions – 30,000 cubic yards addition	23	0	0	0
Existing (Year 2006) On-road Vehicle Emissions	10	58	183	18
Existing (Year 2006) Off-road Equipment Emissions	18	187	88	8
Incremental Increase in Total Emissions - Year 2015 versus Existing	17	-69	-34	10
FRAQMD Significance Threshold	25	25	NA	80
Significant Impact (Yes or No)?	No	No	No	No

1 On-road traffic and off-road equipment emissions calculated using the EMFAC2007 and OFFROAD2007 model, respectively. See Appendix B for more information.

2 FRO Composting emissions were calculated using the CIWMB emission factor and an addition of 30,000 cubic yards of feedstock and active material to be composted on-site. See Appendix B for more information.

Source: ESA, 2006.

Implementation of **Mitigation Measure AIR-1** through M**itigation Measure AIR-3** would reduce this impact to a less than significant level. In addition to these mitigation measures, the applicant shall implement the required CARB Solid Waste Collection Vehicle Rule (CARB, 2004), which will further reduce future NOx and particulate emissions.

Mitigation Measure AIR-1. The following FRAQMD standard mitigation measures (FRAQMD, 1998) are applicable to the project. The developer should:

- Incorporate the use of non-toxic soil stabilizers according to manufacturer's specifications to all inactive construction areas.
- All grading operations on a project shall be suspended as directed by the Air District when winds exceed 20 miles per hour.
- Provide temporary traffic control as needed during all phases of construction to improve traffic flow, as deemed appropriate by the Department of Public Works and/or Caltrans.
- Construction activities shall minimize disruptions to traffic flow during peak hours to the greatest feasible extent.
- Construction sites shall be watered as directed by the Department of Public Works or FRAQMD.
- All trucks hauling dirt, sand, soil, or other loose material shall be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114. This provision shall be enforced by local law enforcement agencies.
- Paved streets shall be swept (water sweeper with reclaimed water recommended) at the end of each day if substantial volumes of soil material have been carried onto adjacent paved, public roads from the project site.
- Wheel washers shall be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip.

Mitigation Measure AIR-2. In addition to implementation of all applicable Standard Mitigation Measures described above, the developer shall implement mitigation measures listed below to the extent deemed appropriate and feasible by the developer and planning department:

- Contribute to traffic-flow improvements (i.e., right-of-way, capital improvements, etc.) that reduce traffic congestion and do not significantly increase roadway capacity.
- Provide preferential parking spaces for carpools and vanpools.
- Incorporate transit-use incentives such as subsidized transit passes and flexible work schedules to encourage transit use and trip reduction.
- Use of clean fuel vehicles in vehicle fleet.
- Contribute to the provision of synchronized traffic signals on roadways impacted by the project, and as deemed necessary by the Department of Public Works.
- Use available emissions offset credits.

Mitigation Measure AIR-3. During operation, the applicant shall implement the following fugitive dust mitigation measures in order to keep levels below FRAQMD thresholds of significance:

- Water all actively disturbed sites at least twice daily.
- Apply chemical soil stabilizers on inactive disturbed areas (areas that have been used previously that are unused for at least four consecutive days).
- Limit on-site vehicles to a speed of 15 miles per hour on unpaved roads.
- Suspend land clearing, grading, earth moving, or excavation activities when winds exceed 20 miles per hour.
- Cover inactive storage piles.
- Construction equipment shall be properly tuned and maintained in accordance with manufacturers' specifications;
- Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours. The telephone number of the FRAQMD shall also be visible to ensure compliance with FRAQMD rules.

Significance after Mitigation: Less than significant.

c) As shown in Table AIR-1, the long-term operation-related emissions of ROG, NOx, CO, and PM10 would not exceed FRAQMD thresholds and the emissions of NOx and PM10 would actually decrease with the project in the year 2015. Implementation of **Mitigation Measures AIR-1** through **AIR-3** would further reduce emissions. Thus, the project would be **less than significant** for the cumulative scenario.

d) Based on the discussion under checklist Issue 3(b) above and the implementation of **Mitigation Measures AIR-1** through **AIR-3**, sensitive receptors will not be impacted by the project. Potential localized impacts to sensitive receptors would be reduced through these measures. This impact is considered less than significant with mitigation.

e) Although there is a substantial buffer area between the IWRF and FRO and the nearest sensitive residences, as depicted in Figure 3, there had been approximately 5 citizens complaining of odors from the FRO composting facility in the year 2004 (Biersteker, 2006). However, due to the implementation of different composting processes and reduced time for materials to be composted (e.g., less material backlog at the facility), there have been no odor complaints for the past two years. Also, there have never been any odor complaints associated with the IWRF (Biersteker, 2006).

Under the project, an increase in the permitted maximum daily tonnage of waste and recyclables from 1,080 tons per day to 1,870 tons per day at the IWRF is proposed. In regards to the FRO, the project does not propose changing the currently permitted average or peak daily throughput for the FRO (200 tons per day, and 400 tons per day, respectively), or the FRO's permitted annual receipts of 73,000 tons per year. Currently approximately 20,000 cubic yards of material is retained at the FRO site at any one time including the 10,000 cubic yards of feedstock and active material, and approximately 10,000 cubic yards of finished compost and chipped and ground material. The new

permit under the project would allow up to 40,000 cubic yards of feedstock and active material on the site.

Although no new structures or changes to the existing IWRF and FRO boundaries are proposed, since there have been odor complaints associated with the FRO composting operations in the past, and the volume of daily waste and recyclables would increase at the IWRF and the total amount of green waste at the FRO site would also increase, odors associated with the project would be potentially significant without mitigation. Therefore, **Mitigation Measure AIR-4** shall be implemented to ensure that impacts from potential odors would be less than significant.

> **Mitigation Measure AIR-4.** The operator of the FRO shall formulate a progressive Odor Management Plan. This Plan will allow the operator to respond to odor complaints and revise operations as necessary. The operator shall coordinate with the FRAQMD and LEA to ensure that the operator is notified of all odor complaints received regarding the facility. The Plan shall discuss this complaint response protocol and include progressive measures to be made in the event of repeated, verified complaints. The Plan shall describe the location of odor-sensitive receptors within one mile of the site and meteorological conditions effecting migration of odors from the site and preventive procedures being implemented to minimize odors. When the operator, FRAQMD, or LEA staff verifies strong odors at off-site receptors, the operator shall make changes in site operations to reduce the potential for odors. Odors may be reduced by installing additional odor control equipment, removal and disposal of odiferous compounds, making process modifications, prohibiting certain materials for composting, or other activities. Once complete, the Plan shall be submitted to the FRAQMD and LEA for a 30-day period for review and comment.

Significance after Mitigation: Less than significant.

Biological Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
4. BIOLOGICAL RESOURCES— Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

a) The project site is located on a closed landfill that has been developed as an integrated waste recovery facility and compost facility. The project would include increasing the number of vehicles hauling refuse to and from the site; increasing on-site diversion; increasing the amount of compost materials permitted on-site; and increasing the hours of operation. These changes would not have any affect on candidate, sensitive, or special status species. Implementation of the project would have no impact.

b) The project site is located on the river side of a levee. The project would include increasing the number of vehicles hauling refuse to and from the site; increasing on-site diversion; increasing the amount of materials permitted on-site; and increasing the hours of operation. The increase of activity and resulting glare and noise would occur on the IWRF and FRO sites, including the southern portion of the site around the IWRF, which is near a river/riparian area. These changes, however, would have little effect on riparian habitat or other sensitive natural communities. Implementation of the project would have a less than significant impact.

c) The project would include increasing the number of vehicles hauling refuse to and from the site; increasing on-site diversion; increasing the amount of materials permitted on-site; and increasing the hours of operation. No federally protected wetlands are present on the project site, and the project would not have any affect on federally protected wetlands. Implementation of the project would have no impact.

d) The project site contains an existing industrial land use that has little biological resource value. The project, therefore, would have no effect on the movement of any native resident or migratory fish or wildlife species and would not affect any established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Implementation of the project would have no impact.

e) The project site contains an exiting industrial land use that has little to no biological resource value. The project, therefore, would not conflict with any local policies or ordinances protecting biological resources. Implementation of the project would have no impact.

f) The project site in not located within the boundary of a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. However, a Yuba Sutter Natural Community Conservation Plan/Habitat Conservation Plan is currently in the planning stages, which generally includes the western portion of Yuba County (including Marysville) as well as part of Sutter County. Considering the project would not change the land uses on the site, and would be within the existing boundaries of the IWFR and the FRO and located on a closed landfill, implementation of the project would have no impact.

Cultural Resources

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
5.	**CULTURAL RESOURCES— Would the project:**				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion

a) The IWRF and FRO are located on the top of a closed landfill. No historic resources are located at the site and none of the proposed operational changes at the site would affect any historic resources.

b) The IWRF and FRO are located on the top of a closed landfill. The soil of the area was previously disturbed during initial construction of the site, and there are no known archaeological resources at the site. None of the proposed operational changes involve any ground-disturbing activities that could have the potential (however remote) of affecting any unknown archaeological resources.

c) The IWRF and FRO are located on the top of a closed landfill. The soil of the area was previously disturbed during initial construction of the site, and there are no known paleontological resources or unique geologic features at the site. None of the proposed operational changes involve any ground disturbing activities that could have the potential (however remote) of affecting any unknown paleontological resources or unique geologic features.

d) The IWRF and FRO are located on the top of a closed landfill. Project activities do not include any ground-disturbing activities that could have the potential of inadvertently disturbing any human remains.

Geology, Soils, and Seismicity

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
6. GEOLOGY, SOILS, AND SEISMICITY— Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Discussion

a.i) The project site is located approximately 10 miles west of the Prairie Creek fault zone, which in the project vicinity is the westernmost fault zone associated with the Foothills Fault System, and approximately 12 miles east of unnamed faults at Sutter Buttes (Jennings, 1994). There are no known active faults in the immediate vicinity of the project site.[6] The nearest active fault to the project area is the Cleveland Hill fault zone, located approximately 21 miles to the northeast. Several small faults in the project vicinity are considered potentially active: the Spenceville Fault, about 14 miles to the east, which shows evidence of movement in the late Quaternary (10,000 to 700,000 years before present) and several unnamed faults at Sutter Buttes, which show evidence of movement sometime within the Quaternary, (10,000 to 1.6 million years before present). The project site is not located on a known active fault and is not within an Earthquake Fault Hazard Rupture Zone as defined by the Alquist-Priolo Earthquake Zoning Act. Therefore, no impact due to fault rupture at the site is anticipated.

a.ii) The project area is about 10 miles west of a regional shear zone associated with the Sierra Nevada foothills. The nearest active fault to the project area is the Cleveland Hill fault zone, approximately 21 miles to the northeast. The Cleveland Hill fault zone was a previously unmapped fault zone which ruptured during the magnitude 6.1 Oroville earthquake in 1975 (California Geologic Survey, 2006a). Earthquake activity in Yuba County is considerably less frequent than that in the San Francisco Bay Area or areas of the Eastern Sierra Nevada due to the lack of active faults capable of generating major seismic events. Furthermore, earthquakes in this region are expected to generate far less ground motion than those in more earthquake-prone areas of California. Based on the California Geologic Survey and United States Geological Survey's Probabilistic Seismic Hazards Assessment (PSHA) Model, peak ground acceleration in the project vicinity is estimated to be between 0.10 and 0.2 g[7] (CGS, 2006b). The PSHA model provides a conservative estimate of ground shaking for an earthquake having a 10 percent probability of being exceeded in 50 years (i.e., the estimate is for an earthquake with a 90

6 An active fault is defined by the State of California as a fault that has had surface displacement within Holocene time (approximately the last 10,000 years). A potentially active fault is defined as a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not, of course, mean that faults lacking evidence of surface displacement are necessarily inactive (Hart and Bryant, 1997).

7 g (gravity) is the acceleration due to gravity, 980 centimeters per second squared.

percent probability of not being exceeded in that time frame). As noted above, the project site is not located within an Alquist Priolo earthquake fault zone. No structures are proposed to be constructed as part of the project and existing structures at the site have been built to meet seismic design criteria specified in the Uniform Building Code at the time they were constructed. Therefore the effects associated with strong ground shaking would be less than significant.

a.iii) As discussed above, earthquake activity in Yuba County is considerably less frequent than that in many other parts of the state due to the lack of active faults capable of generating major seismic events. No impact related to liquefaction is expected because there is low probability for an earthquake that would generate strong ground shaking in the project vicinity, there are no new or expanded structures proposed for the project, and project related activities are located on a closed landfill and thus separated from groundwater.

a.iv) The topography of the site and vicinity is relatively flat, and the closed landfill on which the project facilities are located has been designed and maintained to meet state landfill regulation standards for slope stability. Therefore no impact related to landslides would occur.

b) Because the IWRF and FRO are located on a closed landfill, the facility operators are required under Title 27 CCR Section 21190 to ensure the facilities are designed and operated to maintain the integrity of the final cover, site drainage, and erosion control systems. The IWRF site is paved and the FRO is located on a low-permeability surface with appropriate drainage controls. The receipt and handling of increased quantities of incoming materials, construction of additional windrows, and handling of curing piles and finished compost would be undertaken consistent with current practices and state regulations to minimize erosion. Therefore there would be no impact related to soil erosion or loss of topsoil.

c) No new buildings are proposed, and existing structures and facilities at the IWRF and FRO have been designed to be compatible with their location on a closed landfill, in accordance with California Code of Regulations (CCR) Title 14, Section 17865. The existing surface of the landfill would be subjected to additional loads from the material received at the site. However, the additional windrows at the FRO would be distributed across the area designated for composting at the FRO, and the quantity of additional waste and recyclables received at the IWRF would be consistent with the facility's design capacity. Therefore the project would not have an impact related to the stability of the underlying landfill.

d) The IWRF and FRO are located on a closed landfill and designed to comply with state regulations for such facilities. The project site does not contain expansive soils. Therefore no impact is anticipated.

e) No septic tanks or alternative wastewater disposal systems are proposed by the project. Therefore the project would have not impact.

Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
7. HAZARDS AND HAZARDOUS MATERIALS Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Discussion

a) The existing permitted facility is authorized to process 1,080 tpd of refuse. The project would increase this amount to 1,870 tpd and include universal wastes that are described in the Project Description of this Initial Study. The hazardous materials that are accepted as universal wastes include CRTs, mercury wastes, fluorescent tubes, and consumer

electronics. YSDI is currently approved by the DTSC to accept universal wastes in accordance with its regulatory requirements. All handling, storage, transport, and recycling or disposal of universal wastes is consistent with applicable federal, state, and local regulations. Site personnel receive training in proper and safe handling of universal wastes, including emergency procedures, and are equipped with appropriate personal protective devices. Universal wastes delivered to the facility would continue to be managed according to regulations. Additional background information on Universal wastes can be found in the links provided below[8]. Therefore, implementation of the project would result in a less than significant impact. No mitigation is required.

b) As stated above, the project would increase the permitted maximum daily tonnage of refuse from 1,080 tpd to 1,870 tpd, which includes universal wastes. YSDI is currently approved by the DTSC to accept these hazardous materials in accordance with its regulatory requirements. The purpose of the universal waste regulations is to reduce the potential for these wastes to become a hazard to the public or the environment. The IWRF is an appropriate location to handle universal wastes in a safe manner so that they are now released to the environment. Therefore, the project would have a less than significant impact.

c) No existing or proposed schools are located within one-quarter mile of the project site. Therefore, implementation of the project would have no impact.

d) The project site is located on a closed landfill that is listed on the State of California's Hazardous Waste and Substances Site List. Regardless, the operational changes proposed as part of the project would result in a less than significant to the public and/or environment.

e) The YSDI facility is not located within an airport land use plan or within two miles of a public airport or public use airport. Implementation of the project would have no impact.

f) The YSDI facility is not located within the vicinity of a private airstrip; therefore, implementation of the project would have no impact.

g) Safety equipment currently installed at the project site includes fire extinguishers, faucets and hoses, spill containment and clean-up equipment, building fire sprinklers, a telephone, two-way radios, and Material Safety Data Sheets. Emergency shut-off valves and switches for electrical power and water are also located at the project site. Additionally, employees are trained on safety procedures such as emergency evacuation procedures. The project would be constructed to comply with all required safety and emergency plans and procedures. The project would not impair implementation of or

8 The links provided below provide background information on Universal wastes.
http://www.epa.gov/epaoswer/hazwaste/id/univwast/index.htm,
http://www.ciwmb.ca.gov/LEACentral/UniWaste/
http://www.dtsc.ca.gov/HazardousWaste/UniversalWaste/index.cfm

physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, implementation of the project would have no impact.

h) The project site is a developed industrial facility located on a closed landfill. Implementation of the project would be consistent with the project site's existing land use. Though not located near wildlands, the site has potential to catch fire due to materials that are being handled. Of particular concern is the compost site because the composting process depends upon elevated temperatures to promote the biological decomposition process. The compost operation has had compost fires and has consequently modified its operations. To date the modified operations have eliminated additional compost fires. In response to these previous fires at the site, a Fire Prevention Plan was prepared for the compost site that is included as Appendix C. The plan includes guidelines on how to prohibit fires from occurring, and safely halt an existing flame.

The Fire Prevention Controls include:

- Inspecting inbound material for hot loads
- Visual monitoring of windrows
- Focused temperature monitoring of windrows
- Separation of windrows by at least 8 feet
- Turning windrows frequently
- The recording of windrow temperatures exceeding 160^0F
- Maintaining the equipment
- Maintaining windrow moisture levels to about 45 to 65%
- Having a water truck, front end loader, excavator, hose, and fire extinguishers readily available when excessive temperatures or fires are detected.

If a fire should occur there is an emergency response plan with top priorities going to the protection of human health and the environment and only employees with the correct training (including Personal Protection Equipment training) are allowed to participate in fire-fighting activities.

The Fire Control Procedures Include:

- Refer to emergency response plan
- Contact the site supervisor immediately
- Unless instructed otherwise:
    - Stay upwind of the fire at all times
    - Turn off all electrical power to circuits that could be damaged by the fire and may potential short out.
    - Bring a filled water truck to the fire and begin spraying water on the fire.
    - Use the loader, excavator or dozer to begin clearing the area around the fire so that it will not spread.
- If it can be done safely, remove all vehicles from the vicinity of the fire.

- If fuel from a machine or tank is burning, be careful that the water does not spread the fire.
- If a tractor, truck or other vehicle is on fire:
    - Do not approach a burning vehicle unless instructed to do so by the fire department.
    - If it can be done safely, tow the vehicle to a secure location so that the fire does not spread.
    - Never risk personal injury or death attempting to save a machine or building.
- In general:
    - In most cases, isolating the burning material or covering it with soil is more effective that water.
    - If two or more water trucks are being used, try to use them in shifts so that at least one water truck is at the fire at all times.
    - Do not overuse water. Remember, most fires can be controlled with a relatively small amount of water.
    - All fire extinguishers to be Type ABC, suitable for all types of fires.
    - Do not approach any fire with a tractor unless a water truck is close by for backup.

These controls would reduce the risk of compost fires. The project would allow for 24-hour monitoring; and maintenance, to occur at the compost site. This additional monitoring would be an improvement because the composting process is an on-going process that occurs 24 hours a day. Implementation of the project would result in a less than significant impact. (Feather River Organics, Fire Prevention Plan, March 2006)

Hydrology and Water Quality

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
8. HYDROLOGY AND WATER QUALITY— Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river or, by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion

a) Operational changes under the project would require new permits and permit revisions as detailed within the Project Description section of this document. The composting facility is currently operated under a NPDES permit with a Waiver of Waste Discharge Requirements (WDRs) under the Central Valley Regional Water Quality Control Board (CVRWQCB) Resolution 96-031. This resolution was allowed to expire by the state legislature and is no longer officially in effect. However, the CVRWQCB is currently preparing a "General Waste Discharge Requirements" document that would govern compost facilities in place of the expired waiver. In the mean time, the composting facility is operated in accordance with the WDR waiver under Resolution 96-031.

The proposed operational changes would be required to conform to the site's NPDES permit, the Solid Waste Facility permit, and a new Compostable Materials Handling Facility permit. Conformance to these requirements would ensure that the site's drainage and discharge characteristics would not violate water quality or discharge requirements. Therefore no impact is anticipated.

b) Current annual operation of the composting facility utilizes approximately 16.1 acre-feet per year (AF/yr) of groundwater for composting operations. The project would result in an increase in the amount of material composted annually, from approximately 10,000 cubic yards (cy) per year at present, to a maximum of approximately 40,000 cubic yards per year. A concurrent increase in water use by the composting facility is therefore anticipated, resulting in a maximum water use of approximately 64.4 AF/yr. Although this represents a fourfold increase in water use, effects on local groundwater supplies are not likely to be substantial, due to close proximity of the Sacramento River and relatively rapid groundwater recharge rates within the area. Production rates of nearby wells are therefore not anticipated to drop significantly, and a less than significant impact to groundwater levels due to groundwater withdrawal is anticipated.

Although the project site includes industrial uses that contain large expanses of impermeable surfaces, no construction of new impermeable surfaces is proposed. Composting operations would be contained within the existing 15.8-acre site, and operational changes to the IWRF would rely upon existing infrastructure and would be within the existing site boundaries. These changes would not impact groundwater recharge.

c) The project would include only operational changes to the IWRF. These changes, including extended hours of operation, increased daily permitted tonnage, and increased vehicle trips would utilize existing infrastructure and would not result in increased or altered erosion or siltation on- or off-site. No streams or rivers are located on the project site, and no alteration in the course of a stream or river is anticipated.

Current FRO operations utilize less than half of the 16-acre area that has been previously designated for composting activities. The project would result in utilization of previously unused portions of this designated area for material storage and other composting activities. These operational changes could result in changes in drainage or runoff patterns on-site, potentially leading to increased erosion or siltation on-site or off-site. Implementation of **Mitigation Measure HYD-1** would reduce these impacts to a less than significant level.

Mitigation Measure HYD-1:

Prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that identifies pollutant sources and control practices that could affect the amount and quality of stormwater discharges from the FRO site. The plan shall include Best Management Practices (BMPs) that address fine material transport, liquids management, off-site water discharge, and other potential sources of increased erosion, siltation, stormwater runoff, and pollution. To protect receiving water quality, the SWPPP shall include, but is not limited to, the following elements:

- Compost Sediment Barriers – wood chips and other material placed along the down-slope edge of the compost pad to filter runoff as it leaves the FRO site;
- Compost Drainage Settlement Traps – Drain inlets fitted with perforated standpipes that increase sediment capture;

- Compost Pad Design – Compost pad slope limited to 3-3.5 percent grade, ensuring that (1) large organic material does not migrate off of the pad during large storm events and (2) runoff only takes place during storm events;

- Straw Wattles and other Temporary Erosion Control Measures – used at strategic locations in order to minimize particulate discharge;

- Preventative Maintenance – regular inspection and maintenance sediment barriers and traps, storm drain catch basins, berms, and other stormwater features.

Significance After Mitigation: Less than Significant

d) The project would include only operational changes to the IWRF. These changes, including extended hours of operation, increased daily permitted tonnage, and increased vehicle trips would utilize existing infrastructure and would not result in increased surface runoff or flooding on- or off-site. No streams or rivers are located on the project site, and no alteration in the course of a stream or river is anticipated.

Current FRO operations utilize less than half of the 16-acre area that has been previously designated for composting activities. The project would result in utilization of previously unused portions of this designated area for material storage and other composting activities. These operational changes could result in changes in drainage or runoff patterns on-site, potentially leading to increased runoff and flooding on-site or off-site. However, implementation of **Mitigation Measure HYD-1** would reduce these impacts to a less than significant level.

Significance After Mitigation: Less than Significant

e) The project would incorporate operational changes to the IWRF including extended hours of operation, increased daily permitted tonnage, and increased vehicle trips. These changes would not result in an increase in runoff water from the project site. These changes could, however, contribute to increased polluted runoff during storm events. Implementation of **Mitigation Measure HYD-2** would reduce these impacts to a less than significant level.

Current FRO operations utilize less than half of the 16-acre area that has been previously designated for composting activities. The project would result in utilization of previously unused portions of this designated area for material storage and other composting activities. These operational changes could result in increased stormwater runoff from the Project area, and/or in additional sources of polluted runoff. Implementation of **Mitigation Measure HYD-1** would reduce these impacts to a less than significant level.

Mitigation Measure HYD-2:

Prepare and implement a SWPPP that identifies pollutant sources and control practices that could affect the amount and quality of stormwater discharges related to the IWRF site. The plan shall include BMPs that address fine material transport, liquids management, off-site water discharge, and other potential sources of increased erosion, siltation, stormwater runoff, and pollution. To protect receiving water quality, the SWPPP may include, but is not limited to, the following elements:

- Oil/Water Separator – vehicle and bin wash areas should be sloped to contain wash water and channel it into the oil/water separator and sanitary sewer system;
- Sediment Clarifier – paved areas surrounding the IWRF site should drain into a sediment clarifier to capture sediment and litter;
- Good Housekeeping within the IFRF area – regular inspection and cleaning with a street sweeper, frequent washing of vehicles and refuse bins before storage on-site, immediate cleaning of minor spills using absorbent materials stored on-site and in vehicle spill kits, and straw wattles used at specific locations on site to minimize particulate discharge;
- Preventative Maintenance – regular inspection and maintenance of storm drain catch basins, berms, the sediment clarifier, and other site catch basins; routine inspection of vehicles to reduce fluid leaks;

Significance After Mitigation: Less than Significant

f) Potential degradation of water quality is discussed under impact e) of this section. No further impact is anticipated.

g) The project would not result in the construction of any housing facilities. Therefore no impact is anticipated

h) The operational changes that would occur under the project would not result in construction of any new structures that would impede or redirect flood flows. Therefore, no impact is anticipated.

i) The project would not expose people or structures to significant risk of loss, injury, or death involving flooding, including flooding as a result of levee or dam failure. Although FEMA flood heights have been determined for the Project site (FEMA, 1982) the closed landfill is surrounded by 100-year levees, and the top of the closed landfill meets or exceeds the peak of these levees and 100-year flood heights. The proposed operational changes would occur within this area. The Project would not contribute to the failure of a levee or dam. Therefore no impact is anticipated.

j) The project site would not be located within an area that is susceptible to inundation by seiche, tsunami, or mudflow. Therefore, no impact related to these events is anticipated.

Land Use and Land Use Planning

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
9.	**LAND USE AND LAND USE PLANNING— Would the project:**				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

a) The project would be located at the existing IWRF and FRO sites within the YSDI site would have no impact related to dividing an established community.

b) The proposed changes at the IWRF and FRO are consistent with current operations and the General Plan and Zoning Ordinance designations for the site (Industrial and General Industrial, respectively). The existing IWRF and FRO facilities currently operate in conformance with the site's Conditional Use Permits issued by the City of Marysville, the NPDES permit issued by the Central Valley Regional Water Quality Control Board, and the Reclamation Permit issued by the California State Reclamation Board. The IWRF currently operates in conformance with its full Solid Waste Facility Permit (SWFP) and the FRO operates in conformance with its Registration Level SWFP, both issued by the LEA with the concurrence of the California Integrated Waste Management Board. The project would allow the facility to process waste and provide waste diversion opportunities for the area served, and projected any growth in area served, and is consistent with the solid waste management plans of the Yuba-Sutter Regional Waste Management District. The project is consistent with currently permitted activities and operations and with applicable policies. Although the project would entail revision of the current CUPs and the SWFP for the IWRF, and replacement of the Registration Permit for the FRO with a full SWFP, no conflict with an applicable land use plan, policy, or regulation is anticipated.

c) The project would be located within existing facility boundaries located on a closed landfill. Therefore the project would not conflict with any habitat conservation plan or natural community conservation plan in the project vicinity.

Mineral Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
10. MINERAL RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

a) The project is located on a closed landfill and would not affect mineral resources. A small quantity of aggregate and paving materials from off-site sources could be used to pave roads, if needed for project mitigation, however, the amount a materials would be negligible. Therefore, no impact on mineral resources is anticipated.

b) The project is located on a closed landfill and would not affect any delineated, locally important mineral resource recovery site.

Noise

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
11. NOISE—Would the project result in:				
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

a) The changes proposed by this project would represent a potential increase in noise at the project site. Additional noise would be associated with the increased number of hauling vehicles. Also, increasing the hours of operation of the FRO to 24 hours a day would result in the increase in the length of time that this noise would be generated. However, there are no sensitive receptors in the immediate project vicinity. As depicted in **Figure 3**, the majority of residences in the vicinity of the project are located to the west of the IWRF and FRO, with the nearest residence ("R1") approximately 2,000 feet from the closest activity area of the IWRF, and approximately 2,600 feet from the FRO. The nearest residence to the northwest ("R2") is approximately 1,750 feet from the IWRF and 1,200 feet from the FRO. The nearest residence to the east of the project ("R3") is approximately 4,500 feet from the IWRF and 3,400 feet from the FRO. There are no obvious residential areas to the south within 4,000 feet of the project boundary.

Highway 20 is the predominant noise source in the area and runs between the nearest residences to the northwest and west and the FRO. The project would result in an increase of 890 one-way daily vehicle trips over the existing scenario, all of which would traverse Highway 20 to reach the IWRF and FRO. Based on Caltrans 2005 Traffic Volumes for California Highways (CALTRANS, 2006), the current peak-hour volume on Highway 20 along the project site is 1,100 vehicles. Assuming 10 percent of the 890 project-generated daily traffic trips would occur during the peak-hour, the additional trips would raise the peak-hour volume by approximately 8 percent. However, where the ambient noise environment is dominated by roadway noise, a significant increase is usually defined as an increase of at least 3 dBA and an increase in noise of 3 dBA requires a doubling of traffic (a 100 percent increase) (CALTRANS, 1998). An 8 percent increase in traffic would not increase noise levels by 3 dBA.

With the substantial buffer distance between the residences and the FRO, which may have some equipment usage at night, and since the project-related additional haul trips would result in an insignificant increase in the ambient noise levels that are primarily determined by current Highway 20 traffic, the noise associated with the project would be less than significant.

b) The project would not involve activities that are typically associated with significant ground-borne vibration (i.e. pile driving, blasting, rock drilling) and would not be expected to generate ground-borne vibration or noise. Therefore, the project would have no impact.

c) The project would result in a minor increase in ambient noise levels in the project vicinity above levels existing without the project, due to the increased number of hauling vehicles. Because noise measurements have not been taken at the project site, specific increases in noise levels are not quantified. As discussed in Issue 11(a) above, the project would result in an increase of peak-hour traffic volume of approximately 8 percent. However, where the ambient noise environment is dominated by roadway noise, a

significant increase is usually defined as an increase of at least 3 dBA and an increase in noise of 3 dBA requires a doubling of traffic (a 100 percent increase). An 8 percent increase in traffic would not increase noise levels by 3 dBA and would be a less than significant impact.

d) Temporary noise is usually the result of project construction. This project would not have a construction phase so there would be no temporary impact from the project.

e) The project is not located within an airport land use plan and would not expose people residing or working in the project area to excessive airplane-generated noise levels. Implementation of the project would have no impact.

f) The project is not located within the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive airplane-generated noise levels. Implementation of the project would have no impact.

Population and Housing

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
12. POPULATION AND HOUSING— Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a) A shortage of solid waste management facilities or services typically is not considered a barrier to growth in an area, and the changes proposed under the project, which are intended to meet increased future demand, would not directly or indirectly induce substantial population growth by providing these services. The project does not involve construction of homes or businesses that would directly induce growth in the area.

b, c) The project would be located on the existing YSDI site and would not displace any housing units or people. Therefore there would be no impact.

Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
13. PUBLIC SERVICES— Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

Discussion

a.i) The project would not significantly affect the provision of fire service or emergency medical technician (EMT) services to the site. Although processing of additional wastes at the site (in response to growth in the service area) could create a higher potential for accidents at the site, this increase would be an incremental increase in response calls that would have negligible effects on fire service, EMT staffing, equipment requirements, and response times.

The increased composting feedstock could present an additional fire hazard at the project site. As discussed above in the Hazards section of this Initial Study, FRO has developed fire prevention controls including monitoring, turning, and watering the windrows in addition to training employees. These measures would ensure that the project would not increase the need for additional fire service to the project site. Implementation of the project would result in a less than significant impact to fire services.

a.ii) The project would have no effect on the provision of police services. Implementation of the project would result in no impact.

a.iii) The project would have no effect on population in the area; therefore, there would be impact on the provision of schools.

a.iv) The project would have no impact on the provision of park services.

a.v) The project would have no impact on the provision of any other public facilities.

Recreation

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
14. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

a) The changes at the YSDI facility would have no impact on the use of parks and recreational facilities in the area.

b) The project would not include recreational facilities and would have no impact.

Transportation and Traffic

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
15. TRANSPORTATION AND TRAFFIC— Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	☐	☒	☐	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.)?	☐	☐	☐	☒

Discussion

a) Wilson Engineering has prepared a traffic study for the project. The study focused on potential safety and capacity impacts to the adjacent roadway network, particularly access to the site and the intersection of SR 20 and Levee Road and consistency with CALTRANS' transportation related goals and objectives. The complete traffic study is attached to this Initial Study as Appendix A.

The proposed project site is located on the southerly side of SR 20 in the eastern portion of the City of Marysville. SR 20 is a major arterial in the area linking the Cities of Marysville and Yuba City with Grass Valley and Nevada City to the east. SR 20 through Marysville typically includes two lanes with curbs and sidewalks in each direction. Major intersections are typically controlled with traffic signals. In the vicinity of the project site, SR 20 narrows to one lane in each direction with paved shoulders on each side. At the intersection of Levee Road which provides access to the project site, SR 20 includes a slightly widened shoulder area on the eastbound side which provides a tapered widening/right turn area leading into to Levee Road.

The project is expected to generate a limited amount of additional traffic on a typical weekday. In 2006, the site generated approximately 1060 one-way trips per day. This is forecast to increase to 1,950 one-way trips per day in Year 2015 (a seven percent per year growth for nine years). The addition of project traffic to existing peak hour traffic volumes on SR 20 is not expected to create a significant impact near term. However, under Year 2015 cumulative conditions with the project, morning peak hour traffic is forecast to warrant the installation of an exclusive eastbound right turn lane at Levee Road. The intersection of Levee Road with SR 20 currently includes a slightly widened shoulder area on the eastbound side which provides a tapered widening/right turn area leading into to Levee Road. The tee configured intersection is currently controlled with a stop sign on the northbound approach of Levee Road.

The increase in traffic is forecast to have a minor impact at other locations on the surrounding roadway network under Existing Plus Project and Year 2015 Plus Project conditions. Increases in project related traffic will be dispersed both temporally and over a significantly large area to the extent the increase will not impact traffic conditions and essentially pass unnoticed by existing motorists.

Implementation of Mitigation Measure TRAFFIC-1 would reduce the potential traffic impacts at the intersection of Levee Road and SR 20 to a less than significant level.

> **Mitigation Measure TRAFFIC-1.** The City shall monitor the condition of the Levee Road/SR 20 intersection and require the applicant to install an exclusive eastbound right turn lane when it meets the warrants. Monitoring shall occur annually and design and permitting shall begin with sufficient lead time for timely implementation of the exclusive right turn lane.

b) The addition of project traffic is not forecast to significantly alter existing or future LOS at the SR 20 and Levee Road intersection. The key movement at the intersection of SR 20 and Levee Road is the outbound movement from northbound Levee Road to westbound SR 20. The controlled northbound approach currently operates at an LOS D during the morning peak hour and LOS C during the evening peak hour (left turns from Levee Road to WB SR 20). The highway, including westbound left turns into Levee Road currently operates at an LOS A during both peak periods. The northbound left turn maneuver is forecast to deteriorate to an LOS E/F by Year 2015 regardless of the project as a result of increasing traffic on SR 20 (see Mitigation Measure TRAFFIC-1).

An exclusive westbound left turn lane may be needed at some point in the future if a significant volume of traffic oriented to the site is generated to the east along SR 20 or it becomes too difficult (extended delays) for trucks turning left out of the site onto westbound SR 20. If a westbound left turn lane is installed on SR 20 to turn into Levee Road, it should include an extension to the west of the intersection that can act as a refuge area for vehicles turning left out of Levee Road. However, it is suggested that traffic growth be monitored and the refuge area be installed when warranted. The increase of an average of 4.69% per year in background traffic levels, although reflective of local conditions, is well beyond the state wide trend of 2.2% between 1994 and 2000.

Implementation of Mitigation Measure TRAFFIC-2 would reduce the potential traffic impacts at the intersection of Levee Road and SR 20 to a less than significant level.

> **Mitigation Measure TRAFFIC-2.** The City shall monitor the condition of the Levee Road/SR 20 intersection and require the applicant to install a westbound left-turn lane from SR 20 to Levee Road and/or a westbound refuge lane on SR 20 when it meets the warrants. Monitoring shall occur annually and design and permitting shall begin with sufficient lead time to implement these improvements.

c,d) The project would have no effect on air traffic. The project is not expected to impact traffic bicycle or pedestrian safety.

Project access from SR 20 should function acceptably. The majority of project related traffic is expected to be oriented to and from central Marysville to the west on SR 20. Eastbound traffic will turn right on SR 20 when entering Levee Road to get to the site and simply turn left out of the Levee Road back to westbound SR 20 when departing. Traffic arriving from the east on SR 20 will continue to turn left to Levee Road and when returning, turn right out of Levee Road. Mitigation Measures TRAFFIC-1 and TRAFFIC-2, as needed, shall prevent further deterioration at the access to Levee Road.

d) The proposed project should not create a safety hazard by the introduction of unique types of vehicles. SR 20 is designed to accommodate truck traffic. The section of roadway at the project entrance is relatively flat with a straight alignment and extended visibility. The addition of a new eastbound right turn lane (see Mitigation Measure

TRAFFIC-1) would further enhance traffic safety by removing decelerating trucks turning into the site from the through traffic stream.

Levee Road, which links the project site with SR 20, currently is sufficiently wide to accommodate two-way traffic safely but has a minimally improved surface. One half of the roadway width (outbound lane) has an asphalt concrete surface while the inbound lane has a gravel surface. During a site visit in December 2006, the inbound lane was covered with potholes, causing inbound traffic on Levee Road to regularly cross into the opposing paved lane and create a safety hazard.

Levee Road should have a paved surface between SR 20 and the project site in both directions to encourage drivers to remain in their lane, improve air quality (reduce dust), and reduce impacts of the potholes on vehicle maintenance. Implementation of Mitigation Measure TRAFFIC-3 would reduce the potential traffic safety impact, as well as the dust impact, from the currently unpaved portions of Levee Road.

Mitigation Measure TRAFFIC-3. The portions of Levee Road that serve as access to the project shall be paved in both directions.

e) The project should not have any impact on emergency vehicle access to and circulation through the project area.

f) The project would not result in the loss of any on-street parking in the area. Ample parking is available on site. No extended parking is allowed on the shoulders of SR 20.

g) The project should not conflict with any adopted plans, policies, or programs supporting alternative transportation.

TABLE TRAFFIC-1
PEAK HOUR LEVELS OF SERVICE – SR 20 AND LEVEE ROAD

Peak Hour/ Movement	Scenario							
	Existing		Exist + Project		Year 2015 (No Project)		Year 2015 + Project	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
AM Peak								
NB	25.5	D	27.5	D	54.9	F	67.3	F
WB Left	8.0	A	8.0	A	8.3	A	8.4	A
PM Peak								
NB	22.8	C	25.3	D	43.9	E	56.4	F
WB Left	9.1	A	9.1	A	10.4	B	10.4	B

Delay = Average vehicle delay in seconds
LOS = Level of Service, *Highway Capacity Manual*, Transportation Research Board, 2000
NB = Northbound Levee Road intersection with SR 20
WB Left = Westbound left turns from SR 20 into Levee Road

TABLE TRAFFIC-2
SUGGESTED LEVELS OF IMPROVEMENT [1]

	Scenario			
Peak Hour	**Existing**	**Exist + Project**	**Year 2015 (No Project)**	**Year 2015 + Project**
AM	Radius	Radius + Taper	Radius + Taper	Right Turn Lane
PM	Radius	Radius	Radius	Radius

[1] Suggested improvements relative to eastbound right turns from SR 20 at Levee Road, *Guidelines for Treatment of Right-Turn Movements on Rural Roads*, Cottrell, B.H., Jr. T.R.R. 855, Transportation Research Board, 1982. Existing conditions include slight taper and radius. Addition of a right turn lane requires new construction.

Utilities and Service Systems

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
16. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

a) The facility currently discharges wastewater into the project site's sewer system that is directed to the City of Marysville Wastewater Treatment Plan. The character of the wastewater discharged into this system would not change with the implementation of the project. Therefore, the project would not be expected to exceed the wastewater treatment requirements of the Central Valley Regional Water Quality Control Board. Additionally, the facility currently operates under a NPDES permit enforced by the Central Valley Regional Water Quality Control Board and would continue to operate under this permit with the project. Implementation of the project would result in no impact.

b) The project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The volume of wastewater discharged from the project site would not substantially increase with the project. Therefore, implementation of the project would result in no impacts on water or wastewater treatment facilities.

c) The project would not include the construction of any additional impermeable surfaces and would not generate any additional storm water drainage. Therefore, implementation of the project would result in no impact.

d) The project site currently has sufficient water to serve the project from existing resources, and no new or expanded entitlements would be needed. Therefore, implementation of the project would result in no impact.

e) The project would not significantly increase the volume of wastewater generated from the project site. Therefore, the project would result in no impact on the project site's wastewater treatment provider.

f) Non-recoverable and non-marketable residues are currently disposed of at the Ostrom Road Landfill and would continue to be disposed of at this landfill. The Ostrom Road Landfill has sufficient capacity to accommodate the waste generated from the project site. Implementation of the project would have no impact.

g) The project would be required to comply with the Solid Waste Facility Permit (SWFP) issued by the California Integrated Waste Management Board for the project site. Implementation of the project would result in no impact.

Mandatory Findings of Significance

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
17. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a) The project site is currently developed and the project would not disturb any new areas. The increased handling of wastes and recyclables at the project site would not substantially degrade the quality of the environment, reduce habitat, or restrict the range of a rare or endangered plant or animal, or eliminate a plant or animal community. The project would not affect any historic structures.

b) Without mitigation the project could have cumulatively considerable impact on air quality (dust from increased operations) and traffic (intersection operation at the intersection of Levee Road and Highway 20). Mitigation measures identified in this Initial Study for air quality and traffic would reduce the impacts to a level that is less than significant.

c) The project would not result in impacts to human beings that would result in substantial adverse effects on human beings, directly or indirectly.

References

Aesthetics

California Department of Transportation (Caltrans), The California Scenic Highway System: A list of Eligilbe (E) and Officially Designated (OD) Routes (By Route), http://www.dot.ca.gov/ hq/LandArch/scenic/cahisys.htm (website accessed 19 July 2006).

Air Quality

Biersteker, Deborah. 2006. Personal communication via telephone with Deborah Biersteker of the Yuba County LEA. December 18, 2006.

California Air Resources Board (CARB). 2004. *Solid Waste Collection Vehicle Rule*, revised June 2004.

Feather River Air Quality Management District (FRAQMD). 1998. *Indirect Source Review Guidelines.*

Feather River AQMD, Butte County AQMD, Colusa County APCD, Glenn County APCD, Tehama County APCD, and Shasta County AQMD. 2004. *Northern Sacramento Valley Air Basin 2003 Air Quality Attainment Plan*, March 2004.

Smyth, Brenda. 2007. Personal communication via telephone with Brenda Smyth, Senior Integrated Waste Management Specialist, Organics & Business Resource Efficiency, California Integrated Waste Management Board, January 10, 2007.

Geology, Soils, and Seismicity

California Geological Survey, 2006a. *California Historical Earthquakes (M>=5.5)*, http://www.conservation.ca.gov/CGS/rghm/quakes/historical/degreemap.asp?Map=12139# Map. Site accessed December 20, 2006.

California Geological Survey (CGS), 2006b. *Seismic Shaking Hazards in California, Interactive Ground Motion Map*, based on the USGS/CGS Probabilistic Seismic Hazards Assessment (PSHA) Model, 2002 (revised April 2003).10% probability of being exceeded in 50 years http://www.consrv.ca.gov/CGS/rghm/pshamap/pshamain.html. Peak ground acceleration for all of Yuba County and surrounding areas is 10-20 percent g. Site accessed July 20, 2006; December 20, 2006.

California Geological Survey (formerly California Division of Mines and Geology) and U.S.Geological Survey (CGS/USGS), 1996. *Probabilistic Seismic Hazard Assessment for the State of California*, CGS Open File Report 96-706 and USGS Open File Report 96-08, 1996, http://www.consrv.ca.gov/cgs/rghm/psha/ofr9608/index.htm#HAZARD%20MAP.

Hart, E.W., and W.A. Bryant, 1997. Fault-*Rupture Hazard Zones in California: Alquist-Priolo Special Studies Zones Act of 1972 with Index to Special Studies Zones Maps*, CDMG Special Publications 42.

Jennings, C.W., 1994. *Fault Activity* Map of California and Adjacent Areas with Locations and Ages of Recent Volcanic Eruptions, CDMG Geologic Data Map No. 6, 1:750,000.

Yuba Sutter Disposal, Inc. (YSDI), Transfer Processing Report for the Yuba Sutter Disposal, Inc, Integrated Waste Recovery Facility, July 2006.

Hydrology and Water Quality

FEMA. 1982. Flood Insurance Rate Map, Yuba County, California (Unincorporated Areas). Community Panel Number 060427 0295 B. Reviewed on December 21st, 2006.

Noise

California Department of Transportation (CALTRANS). 1998. *Technical Noise Supplement*. October 1998

California Department of Transportation (CALTRANS). 2006. *Traffic and Vehicle Data Systems Unit 2005 Traffic Volumes*. http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm. Site accessed December 15, 2006.

Appendix A
Traffic Impact Analysis

ESA

Traffic Impact Analysis

for:

The Proposed Modifications at the Yuba-Sutter Disposal, Inc. Facility in Marysville, California

Prepared for:

ESA

January 2007

Traffic Impact Analysis

for:

The Proposed Modifications at the Yuba-Sutter Disposal, Inc. Facility in Marysville, California

Prepared for:

ESA

January 2007

Wilson Engineering & Transportation Consultants, Inc.
70 Zoe Street, Suite 200
San Francisco, CA 94107
(415) 974-5071

TABLE OF CONTENTS

Section		***Page***
1.0	Introduction/ Executive Summary	1
2.0	Project Description	3
3.0	Existing Setting	3
	3.1 Roadway Network	3
	Regional Access	3
	3.2 Bicycle Facilities	4
	3.3 Pedestrian Facilities	4
	3.4 Roadway Operating Characteristics	4
	Methodologies	4
	Traffic Volumes	4
	Existing Levels of Service	4
4.0	Project Impacts	4
4.1	Level of Significance Thresholds	8
4.2	Project Traffic Volumes	8
4.3	Existing Plus Project Levels of Service	8
4.4	Cumulative Levels of Service	9
4.5	Geometric Improvements	9
4.6	Levee Road Paving	11
Appendices		
A	Right Turn Lane Evaluation	A-1

LIST OF FIGURES

Figure		***Page***
1)	Project Vicinity Map	2
2)	Existing and Existing Plus Project Traffic Volumes	6
3)	Year 2015 Base and Year 2015 Base plus Project Peak Hour Traffic Volumes	10

LIST OF TABLES

Table		***Page***
1)	Description of Levels of Service for Intersections	5
2)	Intersection Peak Hour Levels of Service	7
3)	Suggested Levels of Improvement	7

1.0 INTRODUCTION/ EXECUTIVE SUMMARY

The following report has been prepared to analyze and document traffic related impacts associated with proposed modifications (project) of operations at the Yuba-Sutter Disposal, Inc. facility in Marysville, California. The project would allow the existing MRF/TS and compost site to accommodate anticipated growth in the area forecast to occur by 2015. The site is located in the City of Marysville on State Route 20 (SR 20).

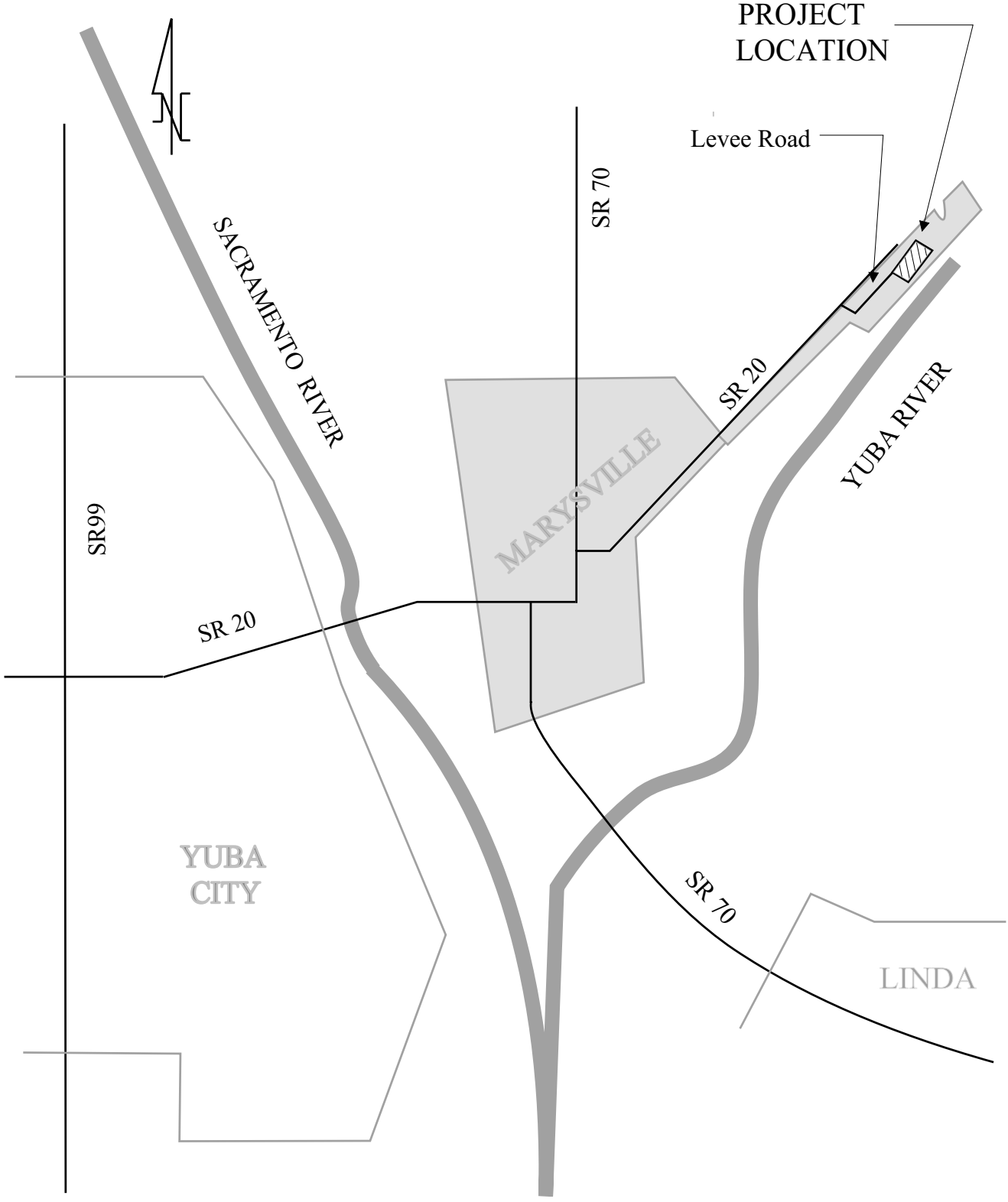
The report begins with a description of the existing traffic environment in the project vicinity including existing roadway geometrics, existing weekday peak hour levels of service (LOS) at the adjacent intersection of SR 20 and Levee Road, bicycle facilities, and pedestrian facilities. Trips which would be generated by the project are forecast and assigned to the roadway network. Impacts of the project are evaluated focusing on capacity of the intersection of SR 20 and Levee Road; potential impacts to traffic safety, and potential impacts associated with project access.

Access to the project site is provided by a combination of SR 20 and Levee Road as indicated in Figure 1. Existing building locations, on-site parking, and on-site circulation will remain essentially unchanged. Anticipated growth can be accommodated by existing facilities.

The project is expected to generate a limited amount of additional traffic on a typical weekday. In 2006, the site generated approximately 1060 one-way trips per day. This is forecast to increase to 1,950 trips per day in Year 2015 (a seven percent per year growth for nine years).

The daily traffic stream typically includes approximately 170 employees arriving and departing, public drop-off and buyback vehicles, commercial packer and roll-off trucks, recycling trucks, and transfer trucks. Traffic typically begins arriving between 4:30 and 5:00 A.M. and ends about 5:00 P.M.

The addition of project traffic to existing peak hour traffic volumes on SR 20 is not expected to create a significant impact near term. Under cumulative Year 2015 conditions, completion of the proposed project is forecast to warrant the installation of an exclusive eastbound right turn lane on SR 20 at Levee Road. In addition, an exclusive westbound left turn lane may be needed at some point in the future if a significant volume of traffic oriented to the site is generated to the east along SR 20 or it becomes too difficult (extended delays) for trucks turning left out of the site onto westbound SR 20. If a left turn lane is installed, it should include an extension to the west of the intersection that can act as a refuge area for vehicles turning left out of Levee Road. Departing vehicles would be able to cross eastbound traffic and then wait in the center of the highway before entering a gap in the westbound traffic stream. As indicated in the following table, vehicles turning left onto westbound SR 20 currently encounter some amount of delay, particularly in the morning when the approach operates at an LOS D. This is forecast to continue to increase as traffic volumes increase on SR 20 regardless of the proposed project. Additional traffic generated by the project will continue to add to this. The intersection is forecast to not meet warrants for the installation of signal as a result of the relatively limited amount of outbound traffic. However, the approach is forecast to operate at an LOS F



PROJECT VICINITY MAP	PROJ. NO.: 06-963	
WILSON ENGINEERING & TRANSPORTATION CONSULTANTS, INC	DATE: 11/21/06	FIGURE NO 1
	SCALE: N.T.S.	

during the morning peak period by 2015 assuming through traffic volumes on SR 20 continue to increase at the rate of 4.69% per year (SR 20 at Hallwood Boulevard, 2000 – 2005). An appropriate improvement when delay becomes excessive at a rural type location is to add a center refuge area to facilitate exiting from the site. However, it is suggested that traffic growth continue to be monitored and the refuge area be installed when warranted. The increase of an average of 4.69% per year in background traffic levels, although reflective of local conditions, is well beyond the state wide trend of 2.2% per year observed between 1994 and 2000.

The need for a right turn lane on eastbound SR 20 at Levee Road was evaluated using warrants for the installation of a lane on two-lane highways (*Guidelines for the Treatment of Right-Turn Movements on Rural Roads*, TRR 885, TRB, 1982). The warrants are used to evaluate the potential need for a radius only, taper and radius, or an exclusive right turn lane. The intersection currently includes a tapered shoulder area leading into a radiused corner. Review of Table 3 summarizing the results of the evaluation will show the intersection is forecast to warrant an exclusive eastbound right turn lane under Year 2015 conditions with the proposed project during the morning peak period.

2.0 PROJECT DESCRIPTION

The proposed project consists of modifications at the MRF/TS and Feather River Organics (FRO) to accommodate growth in the area anticipated to occur by Year 2015. Daily tonnage at the site is forecast to increase by as much as seven percent per year with a commensurate increase in daily traffic. Daily traffic generated by the site is forecast to increase from an existing level of 1,060 one-way trips per day to 1,950 trips per day.

3.0 EXISTING SETTING

3.1 Roadway Network

Access. The proposed project site is located on the southerly side of SR 20 at the east end of the City of Marysville. SR 20 is a major arterial in the area linking the Cities of Marysville and Yuba City with Grass Valley and Nevada City to the east. SR 20 through Marysville typically includes two lanes with curbs and sidewalks in each direction. Major intersections are typically controlled with traffic signals. West of the project site, SR 20 narrows to one lane in each direction with paved shoulders on each side. CALTRANS has just resurfaced the SR 20 both east and west of the project site but the project was limited to pavement rehabilitation with no additional widening. At the intersection of Levee Road, SR 20 includes a slightly widened shoulder area on the eastbound side which provides a tapered widening/right turn area leading into to Levee Road. The tee configured intersection is currently controlled with a stop sign on the northbound approach of Levee Road.

Levee Road, which links the project site with SR 20, currently is sufficiently wide to accommodate two-way traffic safely but has a minimally improved surface. One half of the roadway width (outbound lane) has an asphalt concrete surface while the inbound lane has a gravel surface. During a site visit in December 2006, the inbound lane was covered with potholes, causing inbound traffic on Levee Road to regularly cross into the opposing paved lane and create a safety hazard.

3.2 Bicycle Facilities

Bicycle facilities typically include bike paths, bike lanes, and bike routes. Bike paths are pathways separated from roadways and passing vehicles by some type of buffer area or physical barrier. Bike lanes are striped lanes on a roadway reserved for the exclusive use of bicycles. Bike routes are roadways designated as bike routes with signs only. There are no bike paths or lanes on SR 20 in the project vicinity.

3.3 Pedestrian Facilities

There are no pedestrian facilities along SR 20 in the project vicinity. Pedestrians in the project are would be required to walk on the shoulders of the highway.

3.4 Roadway Operating Characteristics

Methodologies. Existing intersection operating characteristics in the project vicinity were evaluated using a peak hour level of service (LOS) analysis reviewing both AM and PM peak hour conditions. An LOS analysis provides a standardized means of describing an intersection or roadway's operating characteristics based upon traffic volumes, roadway or intersection capacity, and vehicle delay. The potential LOS range from LOS A representing the best possible or virtually free flow conditions to LOS F representing the worst or jammed conditions. A description of potential LOS for unsignalized intersections is provided in Table 1.

Traffic Volumes. Existing Year 2006 peak hour traffic volumes at the intersection of SR 20 and Levee Road are summarized in Figure 2.

Existing Levels of Service. Existing peak hour levels of service (LOS) at the intersection of SR 20 and Levee Road are summarized in Table 2. Review of Table 2 will indicate the signalized intersection currently operates at a reasonable level of service (LOS) during both morning and evening peak periods. The controlled approach currently operates at an LOS D during the morning peak hour and LOS C during the evening peak hour (left turns from Levee Road to WB SR 20). The highway, including westbound left turns into Levee Road currently operates at an LOS A during both peak periods.

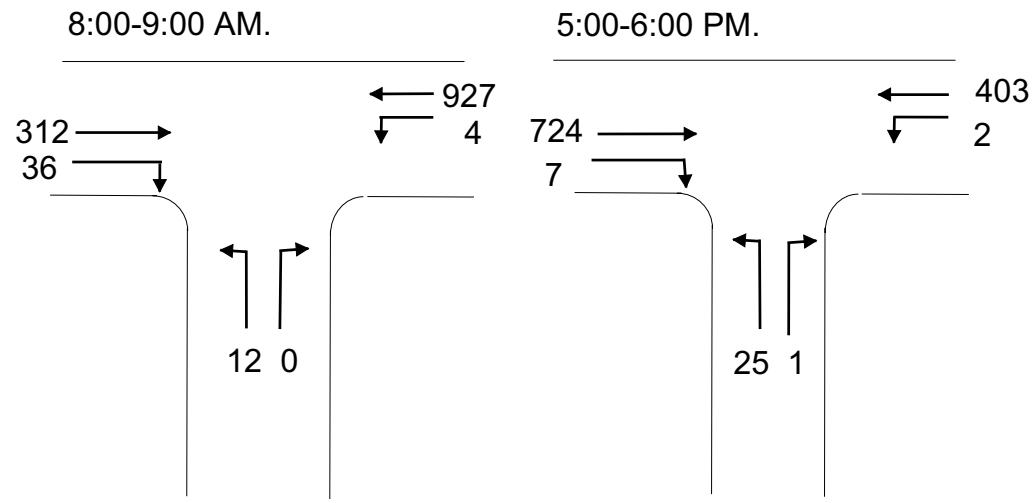
4.0 PROJECT IMPACTS

Project related impacts to roadway capacity network were evaluated from two perspectives. The first used a peak hour intersection LOS analysis as previously described. The second focused on the potential need for geometric improvements.

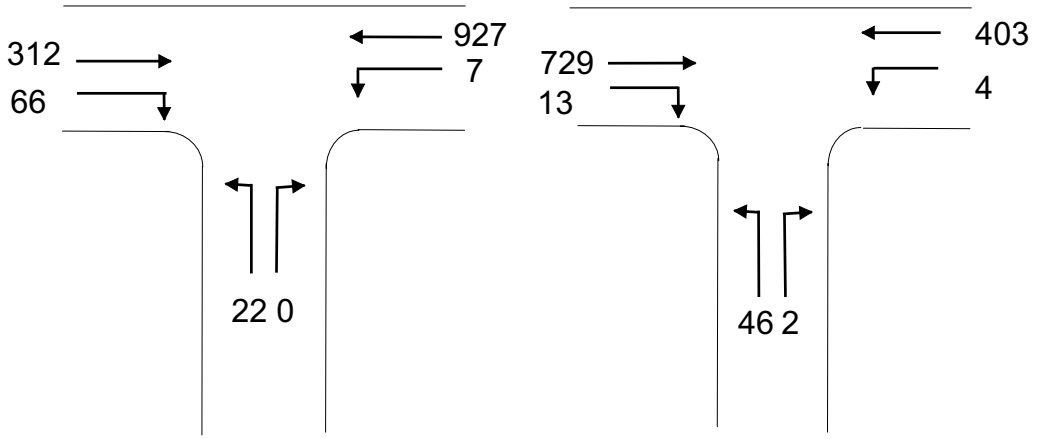
Table 1
Description of Levels of Service for Intersections

LOS	Description of Operations	Unsignalized Intersection Average Control Delay per Vehicle in Seconds (Highway Capacity Manual) (1)	Signalized Intersection Average Control Delay per Vehicle in Seconds (Highway Capacity Manual) (1)
A	Uncongested operations, little or no delay. Queues clear in a single signal cycle if signalized. Progression is generally very favorable.	≤ 10.00	≤10.00
B	Operations with very light congestion, little or no delay. Drivers begin to feel somewhat restricted as vehicles fill occasional cycles if signalized. Queues clear in a single signal cycle.	> 10.00 and ≤ 15.00	> 10.00 and ≤ 20.00
C	Stable operations with light congestion, occasional backups on critical approaches. Drivers may have to wait through more than one cycle on heaviest approaches	> 15.00 and ≤ 25.00	> 20.00 and ≤ 35.00
D	Significant congestion on critical approaches, but intersection remains functional. Drivers required to wait through more than one cycle during short peaks if signalized. No long-standing queues formed.	> 25.00 and ≤ 35.00	> 35.00 and ≤ 55.00
E	Unstable operations with severe congestion and some long standing queues on critical approaches. Blockage of intersection may occur if signalized and traffic signal does not provide for protected turning movements. Traffic queues may block nearby intersection(s) upstream of critical approach(s)	> 35.00 and ≤ 50.00	> 55.00 and ≤ 80.00
F	Considered to be unacceptable to most drivers. Traffic demand generally exceeds capacity of the intersection causing stop-and-go operations with excessive delay.	> 50.00	> 80.00

(1) Average vehicle delay through intersection, *Highway Capacity Manual, Special Report 209*, (Transportation Research Board, 1994 - 2000)



EXISTING CONDITIONS



EXISTING + PROJECT

EXISTING AND EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES	PROJ. NO.: 06-963	
WILSON ENGINEERING & TRANSPORTATION CONSULTANTS, INC	DATE: 01/03/07	FIGURE NO 2
	SCALE: N.T.S.	

Table 2, Peak Hour Levels of Service – SR 20 and Levee Road

Peak Hour/ Movement	Scenario							
	Existing		Exist + Project		Year 2015 No-Project		Year 2015 + Project	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
AM Peak								
NB	25.5	D	27.5	D	54.9	F	67.3	F
WB Left	8.0	A	8.0	A	8.3	A	8.4	A
PM Peak								
NB	22.8	C	25.3	D	43.9	E	56.4	F
WB Left	9.1	A	9.1	A	10.4	B	10.4	B

Delay = Average vehicle delay in seconds
LOS = Level of Service, *Highway Capacity Manual*, Transportation Research Board, 2000
NB = Northbound Levee Road
WB Left = Westbound left turns from SR 20 into Levee Road

Table 3, Suggested Levels of Improvement (1)

Peak Hour	Scenario			
	Existing	Exist + Project	Year 2015 No-Project	Year 2015 + Project
AM	Radius	Radius + Taper	Radius + Taper	Right Turn Lane
PM	Radius	Radius	Radius	Radius

(1) Suggested improvements relative to eastbound right turns from SR 20 at Levee Road, *Guidelines for Treatment of Right-Turn Movements on Rural Roads*, Cottrell, B.H., Jr. T.R.R. 855, Transportation Research Board, 1982. Existing conditions include slight taper and radius. Addition of a right turn lane requires new construction (Year 2015 with Project – AM Peak Period).

The LOS analysis consists of a comparison of future roadway operations with the project to conditions without the project. As discussed earlier, the LOS analysis focuses on the intersection of SR 20 and Levee Road because it governs access to the project.

The evaluation of potential need for geometric improvement of the intersection of SR 20 at Levee Road focused on the need for additional lanes, principally a westbound left turn lane or eastbound right turn lane.

4.1 Level of Significance Thresholds

As part of the environmental review process, CEQA provides a series of criteria for the identification of a significant transportation related impact. In terms of this project, it is considered to have a significant impact if:

1. It will cause an increase in traffic that is substantial in relation to the existing or future baseline traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections), or change the conditions of an existing street (i.e., street closures, changing direction of travel,) in a manner that would substantially impact access or traffic load and capacity of the street system. Specifically:
    - Cause the existing or future baseline level of service (LOS) to degrade below capacity (i.e., LOS E)

2. Substantially increase traffic hazards to motor vehicles, bicycles, or pedestrians due to a design feature that does not comply with Caltrans design standards

3. The project shall not create any type of safety hazard including
    - Create the need for an exclusive eastbound right turn lane on SR 20 at Levee Road as determined by a warrant analysis *(Guidelines for the Treatment of Right-Turn Movements on Rural Roads, TRR, 885, TRB, 1982)*

4.2 Project Traffic Volumes

The number of trips that would be generated by the project were estimated assuming a direct relationship between forecast increases in tonnage and increases in daily traffic volumes. Daily and peak hour traffic was forecast to increase at a rate of seven percent annually or in direct relationship to a seven percent per year increase in daily tonnage. The existing daily volume of 1,060 one-way trips per day generated by the facility is forecast to increase to 1,950 in 2015. Year 2015 peak hour volumes at the intersection of SR 20 and Levee Road are summarized in Figure 2

4.3 Existing Plus Project Levels of Service

Existing plus project related traffic peak hour levels of service (LOS) are also summarized in Table 2. Review of the table and comparison to existing conditions will indicate the northbound controlled approach of Levee Road at SR 20 is forecast to continue to operate at existing LOS D during the morning peak period and deteriorate from LOS C to LOS D during the evening peak hour.

4.4 Cumulative and Cumulative Plus Project Levels of Service

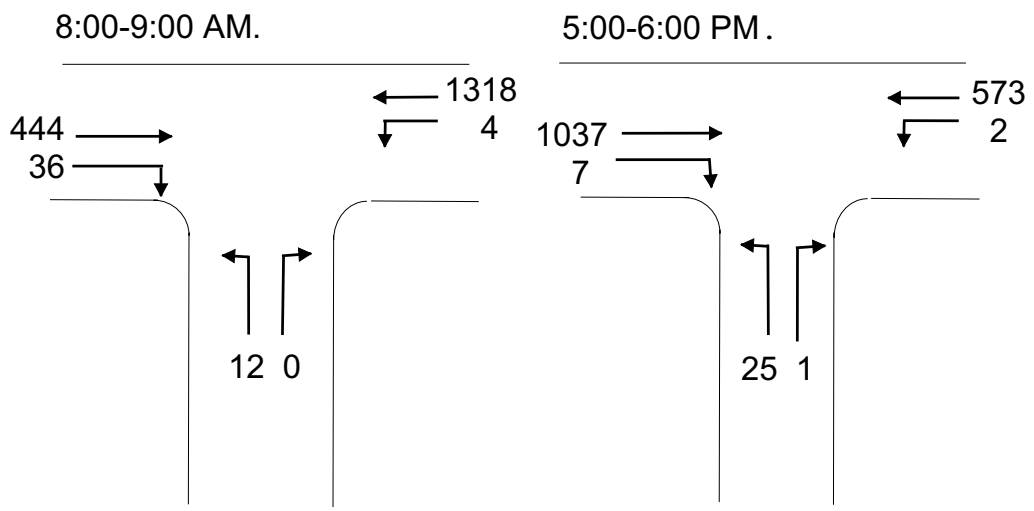
Year 2015 traffic peak hour levels of service (LOS) with and without the project are also summarized in Table 2. Review of Table 2 and comparison of conditions will indicate the northbound controlled approach of Levee Road at SR 20 is forecast to deteriorate from an existing LOS D during the morning peak period to and LOS F with or without the project as a result of increased traffic on SR 20. During the evening peak period, the same northbound left turn movement is forecast to deteriorate from an existing plus project LOS D to LOS E under Year 2015 No-Project conditions and LOS F under Year 2015 plus project conditions.

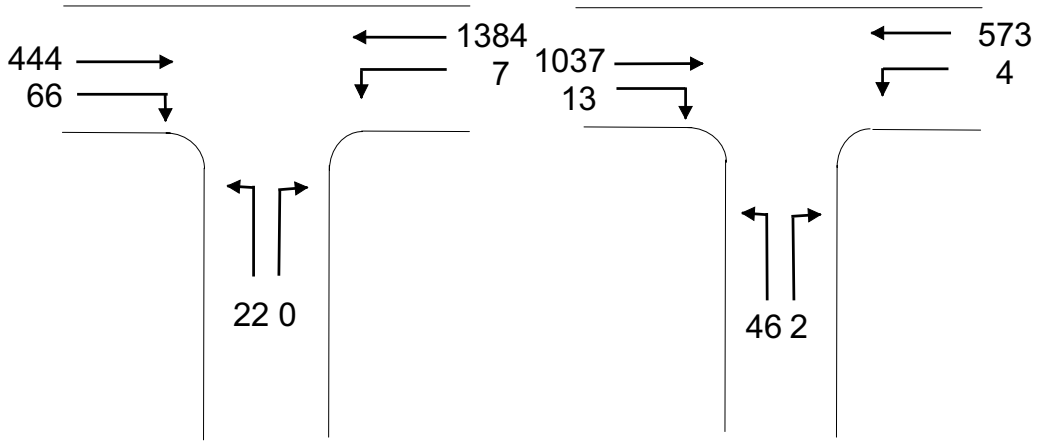
The potential deterioration of LOS under cumulative conditions may warrant installation of an exclusive westbound left turn lane at some point in the future if a significant volume of traffic oriented to site is generated to the east along SR 20 or it becomes too difficult (extended delays) for trucks turning left out of the site onto westbound SR 20. If a left turn lane is installed, it should include an extension to the west of the intersection that can act as a refuge area for vehicles turning left out of Levee Road. They would be able to cross eastbound traffic and then wait in the center of the highway before entering a gap in the westbound traffic stream. As indicated Table 2, vehicles turning left onto westbound SR 20 currently encounter some amount of delay, particularly in the morning when the approach operates at an LOS D. This is forecast to continue to increase as traffic volumes increase on SR 20 regardless of the proposed project. Additional traffic generated by the project will continue to add to this. The intersection is not forecast to meet warrants for the installation of a signal as a result of the relatively limited amount of outbound traffic and being located in a rural type area. However, as stated above, the approach is forecast to operate at an LOS F during the morning peak period by 2015 assuming through traffic volumes on SR 20 continue to increase at the rate of 4.69% /year (SR 20 at Hallwood Boulevard, 2000 – 2005). The appropriate improvement when delay becomes excessive is to add a center refuge area to facilitate exiting from the site. However, it is suggested that traffic growth continue to be monitored and the refuge area be installed when warranted. The increase of an average of 4.69% per year in background traffic levels, although reflective of local conditions, is well beyond the statewide trend of 2.2% between 1994 and 2000. Development or lack of future development to the east could substantially affect the traffic projections.

4.5 Geometric Improvements

The need for a right turn lane on eastbound SR 20 at Levee Road was evaluated using warrants for the installation of a lane on two-lane highways (*Guidelines for the Treatment of Right-Turn Movements on Rural Roads*, TRR 885, TRB, 1982). The warrants are used to evaluate the potential need for a radius only, taper and radius, or an exclusive right turn lane. The intersection currently includes a tapered shoulder area leading into a radiused corner. The addition of project traffic to existing peak hour traffic volumes on SR 20 is not expected to create a significant impact near term relative to the need for an exclusive eastbound right turn lane. However, review of Table 3 summarizing the results of the evaluation will show the intersection is forecast to warrant an exclusive eastbound right turn lane under Year 2015 plus project conditions during the morning peak period.

YEAR 2015 NO-PROJECT CONDITIONS





YEAR 2015 PLUS PROJECT
CONDITIONS

YEAR 2015 AND YEAR 2015 PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES	PROJ. NO.: 06-963	
WILSON ENGINEERING & TRANSPORTATION CONSULTANTS, INC	DATE: 12/21/06	FIGURE NO 3
	SCALE: N.T.S.	

4.6 Levee Road Paving.

As discussed earlier, Levee Road is currently paved in one direction only which can result in a safety concern when potholes are present in the unpaved direction and vehicles begin crossing lanes as drivers seek a smooth service. Levee Road should have a paved surface between SR 20 and the project site in both directions to encourage drivers to remain in their lane, improve air quality (reduce dust), and reduce impacts of the potholes on vehicle maintenance.

Appendix A

Right Turn Lane Evaluation

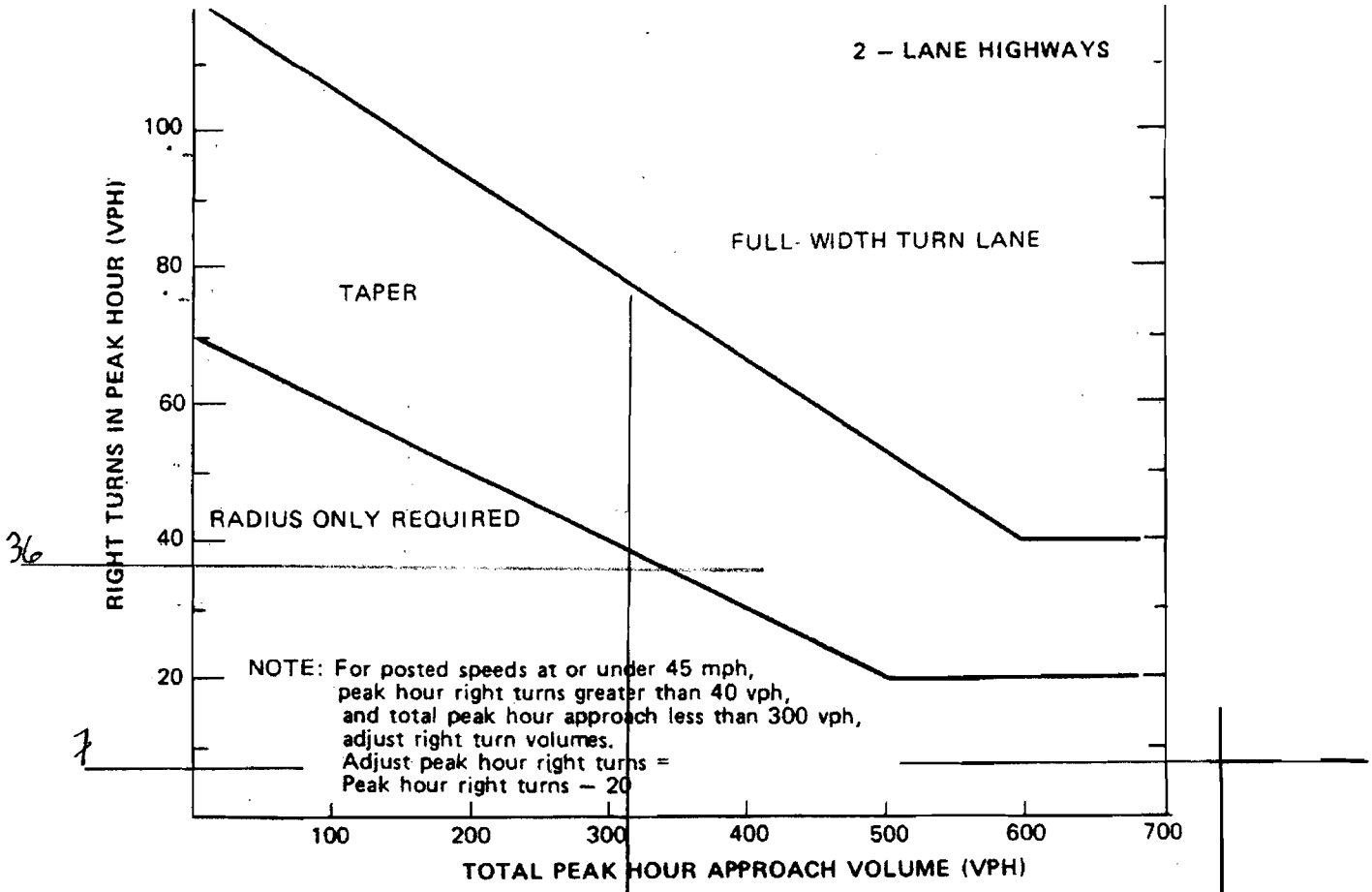


Figure 7: Cottrell's Two Lane Right Turn Treatment

Existing Am No
Am No

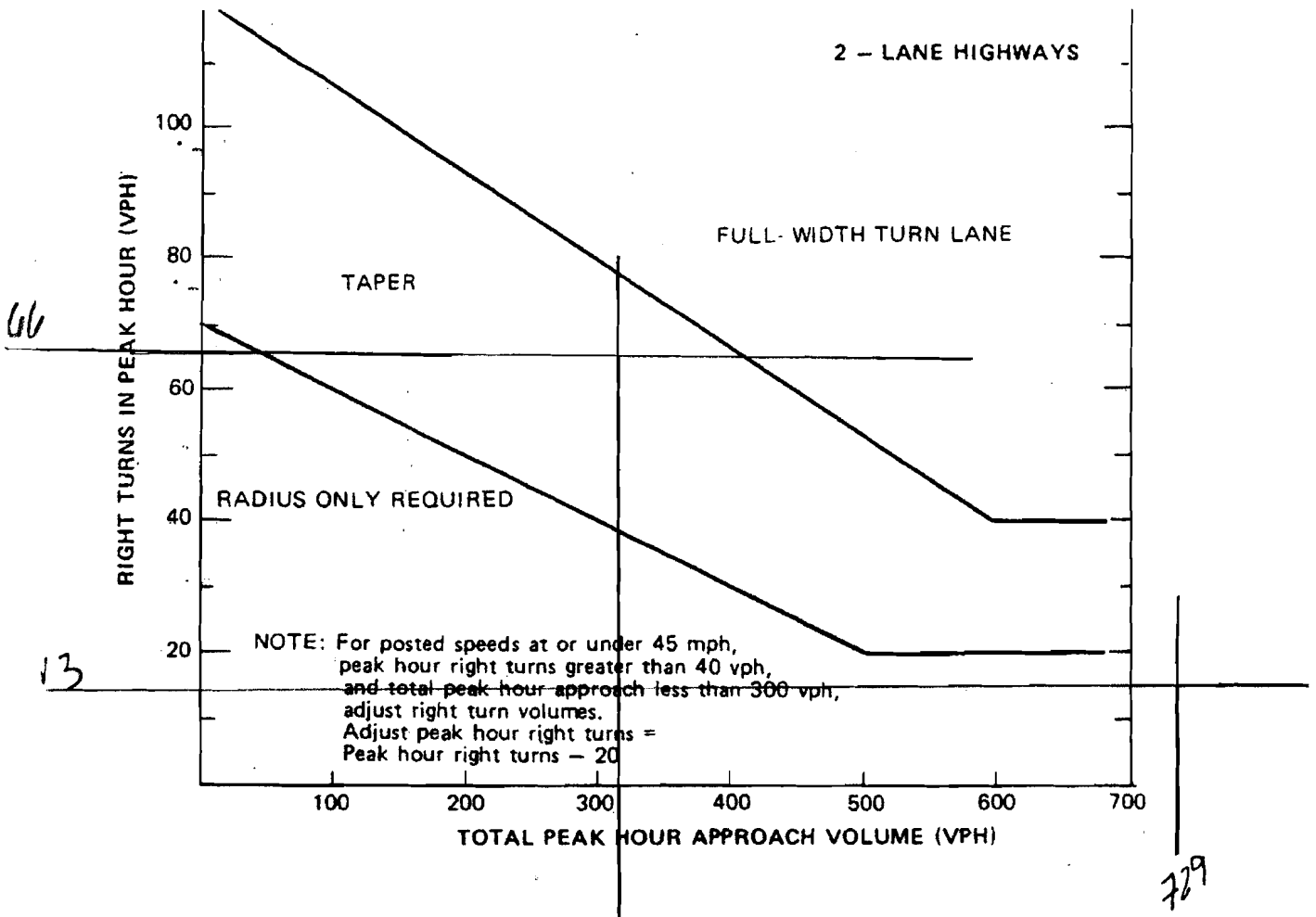


Figure 7: Cottrell's Two Lane Right Turn Treatment

Exist + Proj'd

AM Taper

PM No

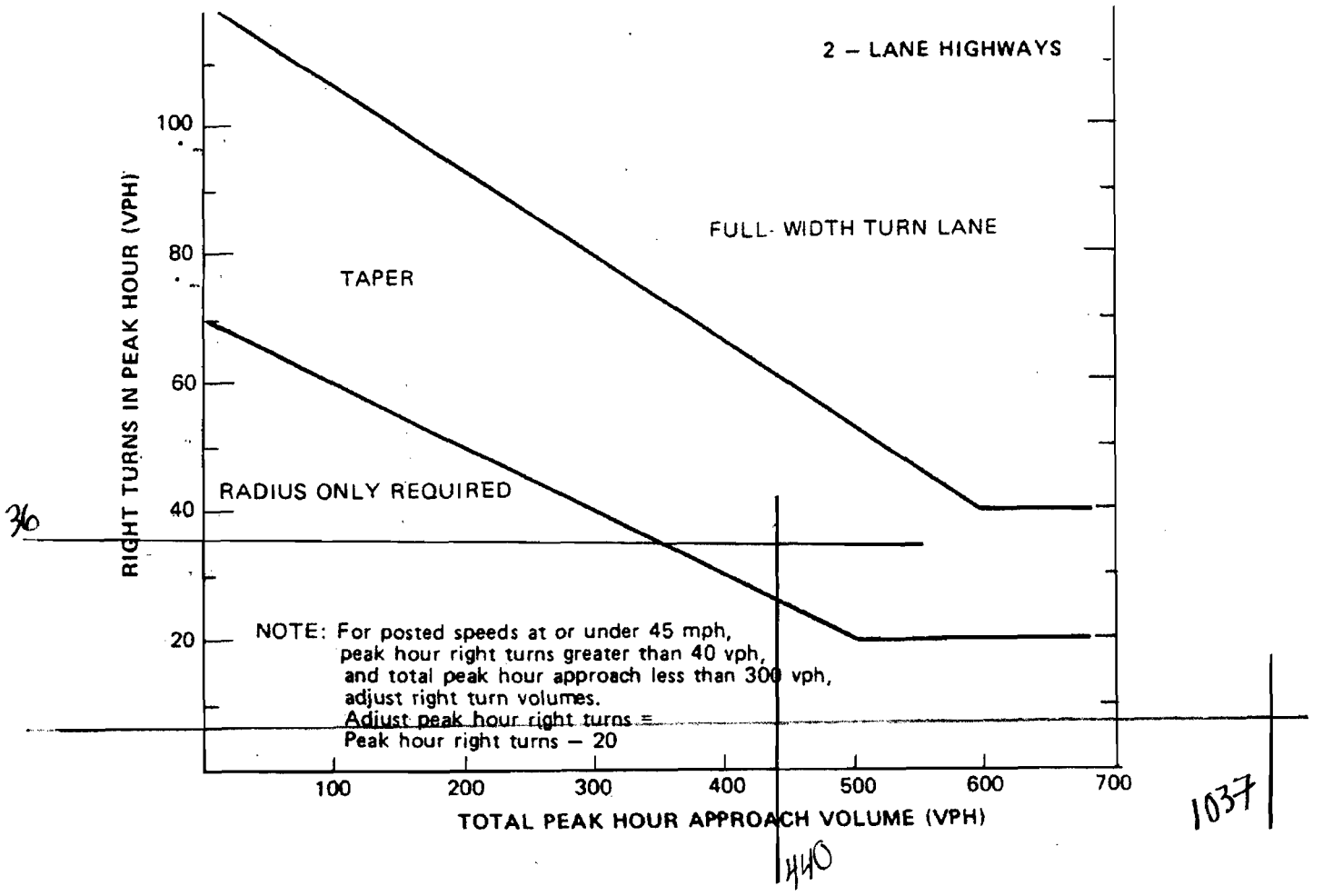


Figure 7: Cottrell's Two Lane Right Turn Treatment

2015 No Project

AM 1

PM No

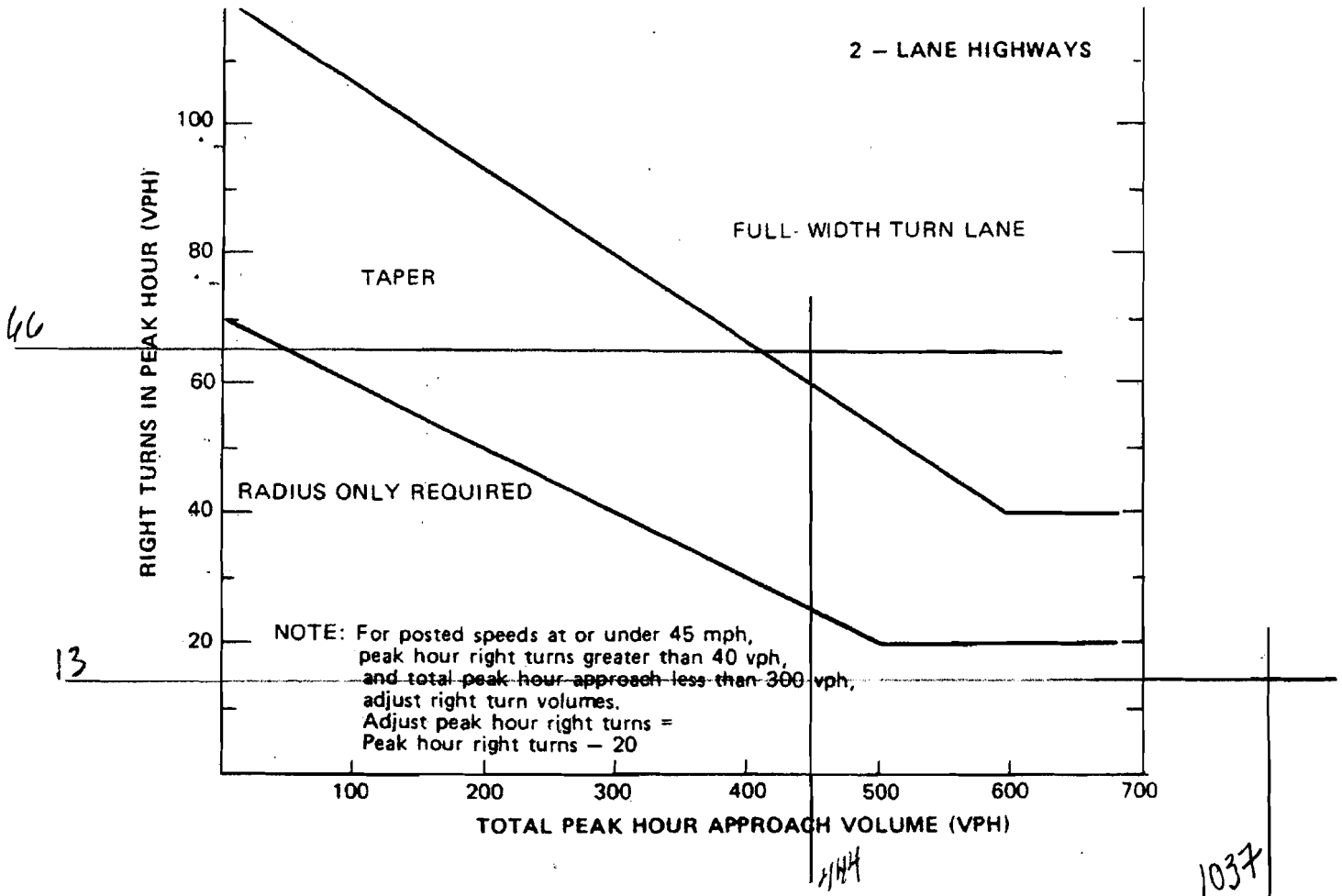


Figure 7: Cottrell's Two Lane Right Turn Treatment

Year 2015 + Project

AM Yes

PM No

Appendix B
Air Quality Analysis

ESA

APPENDIX B
Air Quality Analysis

Introduction to the Air Quality Models and Results

The California Air Resources Board (CARB) OFFROAD2007 and EMFAC2007 models were used to calculate operational emissions from off-road equipment and on-road vehicles associated with the project, respectively. Composting emissions from an additional 30,000 cubic yards of feedstock and active compost material were calculated using both the CIWMB and SCAQMD emission factors. Assumptions incorporated into the OFFROAD2007 model included the equipment list provided by the applicant (Table 2 of the Project Description) and assuming maximum hours of use for the worse-case day in the years 2006 and 2015. Results of OFFROAD modeling are presented below in **Section 1**. In **Section 2**, CARB's EMFAC2007 emission factors and vehicle trip assumption tables are presented for on-road vehicles associated with current (year 2006) and future (year 2015) project traffic volumes. Finally, emissions from composting operations at the FRO are shown below in **Section 3.**

SECTION 1 – OFFROAD EQUIPMENT CONSTRUCTION EMISSIONS

SUMMARY TABLE CALCULATIONS:

Current Equipment Emissions		Qty of Equip	Equipment Usage - 2006 Hours/ day	Activity from OFFROAD 2007 (hr/day)	Emissions from OFFROAD 2007 Model (tons/day)				Emission Factor (lbs/hr)				Equipment Emissions (lbs/day) - Year 2006			
Equipment	**Fuel**				ROG	CO	NOx	PM	ROG	CO	NOx	PM	**ROG**	**CO**	**NOx**	**PM**
Grinder	diesel	1	1.75	2.44	3.64E-04	1.39E-03	3.85E-03	1.45E-04	0.30	1.14	3.16	0.12	0.5	2.0	5.5	0.2
Windrow Turner	diesel	1	1	2.44	2.10E-04	5.65E-04	2.20E-03	8.24E-05	0.17	0.46	1.80	0.07	0.2	0.5	1.8	0.1
Pre-Screen	diesel	1	3	2.44	2.12E-04	5.85E-04	1.17E-03	1.13E-04	0.17	0.48	0.96	0.09	0.5	1.4	2.9	0.3
Finish Screen	diesel	1	3	2.44	2.12E-04	5.85E-04	1.17E-03	1.13E-04	0.17	0.48	0.96	0.09	0.5	1.4	2.9	0.3
Front End Loader	diesel	5	12	1.76	1.63E-04	4.43E-04	1.83E-03	6.33E-05	0.19	0.50	2.08	0.07	11.1	30.2	124.8	4.3
Water Truck	diesel	1	2	4.52	6.84E-04	2.32E-03	6.91E-03	2.63E-04	0.30	1.03	3.06	0.12	0.6	2.1	6.1	0.2
Excavator	diesel	2	12	34.9	3.34E-03	1.18E-02	2.60E-02	1.51E-03	0.19	0.68	1.49	0.09	4.6	16.2	35.8	2.1
Forklift	CNG	2	12	60.4	2.59E-04	4.26E-02	9.44E-03	8.38E-05	0.01	1.41	0.31	0.00	0.2	33.9	7.5	0.1
													18.3	87.7	187.2	7.5

Future Equipment Emissions		Qty of Equip	Equipment Usage - 2015 Hours/ day	Activity from OFFROAD 2007 (hr/day)	Emissions from OFFROAD 2007 Model (tons/day)				Emission Factor (lbs/hr)				Construction Equipment Emissions - Worse Case Day - Year 2015			
Equipment	**Fuel**				ROG	CO	NOx	PM	ROG	CO	NOx	PM	**ROG**	**CO**	**NOx**	**PM**
Grinder	diesel	1	1.75	2.44	2.41E-04	7.44E-04	2.08E-03	6.99E-05	0.20	0.61	1.70	0.06	0.3	1.1	3.0	0.1
Windrow Turner	diesel	1	1	2.44	1.31E-04	3.87E-04	1.22E-03	3.84E-05	0.11	0.32	1.00	0.03	0.1	0.3	1.0	0.0
Pre-Screen	diesel	1	3	2.44	1.24E-04	5.64E-04	7.41E-04	6.50E-05	0.10	0.46	0.61	0.05	0.3	1.4	1.8	0.2
Finish Screen	diesel	1	3	2.44	1.24E-04	5.64E-04	7.41E-04	6.50E-05	0.10	0.46	0.61	0.05	0.3	1.4	1.8	0.2
Front End Loader	diesel	7	12	1.76	1.11E-04	3.65E-04	9.24E-04	3.00E-05	0.13	0.41	1.05	0.03	10.6	34.8	88.2	2.9
Water Truck	diesel	1	2	4.52	5.12E-04	1.56E-03	3.70E-03	1.32E-04	0.23	0.69	1.64	0.06	0.5	1.4	3.3	0.1
Excavator	diesel	2	12	34.9	2.12E-03	1.34E-02	1.49E-02	8.15E-04	0.12	0.77	0.85	0.05	2.9	18.4	20.5	1.1
Forklift	CNG	3	12	60.4	1.03E-04	4.54E-02	4.83E-03	8.96E-05	0.00	1.50	0.16	0.00	0.1	54.1	5.8	0.1
													15.2	112.9	125.4	4.7

OFFROAD MODEL OUTPUT (EXHAUST) - YEAR 2006:

CY	Season	AvgDays	Code	Equipment	Fuel	MaxHP	Class	C/R	Pre	Hand	Port	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	CO Exhaust	NOX Exhaust	CO2 Exhaust	SO2 Exhaust	PM Exhaust	N2O Exhaust	CH4 Exhaust
2006	Annual	Mon-Sun	2266003020	Forklifts	C4	120	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	1.22E+01	6.04E+01	1.45E+02	2.59E-04	4.26E-02	9.44E-03	9.43E-01	0.00E+00	8.38E-05	0.00E+00	2.17E-03
2006	Annual	Mon-Sun	2266003020	Forklifts	C4	175	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	4.48E-01	2.21E+00	1.08E+01	1.05E-05	2.50E-03	6.72E-04	7.20E-02	0.00E+00	6.40E-06	0.00E+00	8.80E-05
2006	Annual	Mon-Sun	2266006005	Generator Sets	C4	120	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	2.80E-01	8.80E-02	5.53E-01	6.74E-07	1.16E-04	4.48E-05	3.69E-03	0.00E+00	3.29E-07	0.00E+00	5.65E-06
2006	Annual	Mon-Sun	2266006005	Generator Sets	C4	175	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	2.32E-01	7.30E-02	7.99E-01	7.96E-07	1.39E-04	6.54E-05	5.39E-03	0.00E+00	4.79E-07	0.00E+00	6.68E-06
2006	Annual	Mon-Sun	2266006020	Gas Compressors	C4	120	Light Commercial Equipment	U	P	NHH	P	Yuba	SV	FR	8.98E-02	2.09E+00	2.03E+01	1.77E-05	5.58E-03	8.42E-04	1.34E-01	0.00E+00	1.03E-05	0.00E+00	1.48E-04
2006	Annual	Mon-Sun	2266006020	Gas Compressors	C4	175	Light Commercial Equipment	U	P	NHH	P	Yuba	SV	FR	1.45E-02	3.37E-01	5.21E+00	4.76E-06	1.14E-03	1.88E-04	3.48E-02	0.00E+00	2.77E-06	0.00E+00	3.99E-05
2006	Annual	Mon-Sun	2266006020	Gas Compressors	C4	250	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	1.16E-02	2.70E-01	5.40E+00	5.48E-06	1.31E-03	2.16E-04	3.58E-02	0.00E+00	3.19E-06	0.00E+00	4.59E-05
2006	Annual	Mon-Sun	2266006020	Gas Compressors	C4	500	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	1.01E-02	2.36E-01	7.61E+00	7.72E-06	1.84E-03	3.04E-04	5.05E-02	0.00E+00	4.49E-06	0.00E+00	6.47E-05
2006	Annual	Mon-Sun	2270002003	Pavers	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	1.26E+00	2.90E+00	9.25E+00	2.92E-04	7.98E-04	1.67E-03	1.00E-01	1.10E-05	1.49E-04	0.00E+00	2.63E-05
2006	Annual	Mon-Sun	2270002003	Pavers	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	7.84E-01	1.80E+00	1.06E+01	2.23E-04	7.50E-04	1.76E-03	1.16E-01	1.21E-05	9.84E-05	0.00E+00	2.02E-05
2006	Annual	Mon-Sun	2270002003	Pavers	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	9.45E-02	2.17E-01	1.93E+00	3.27E-05	9.40E-05	3.09E-04	2.11E-02	2.22E-06	1.35E-05	0.00E+00	2.95E-06
2006	Annual	Mon-Sun	2270002003	Pavers	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	9.69E-02	2.23E-01	2.38E+00	3.56E-05	1.81E-04	3.45E-04	2.60E-02	2.38E-06	1.46E-05	0.00E+00	3.21E-06
2006	Annual	Mon-Sun	2270002015	Rollers	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	5.18E+00	9.98E+00	2.71E+01	7.65E-04	2.19E-03	4.47E-03	2.94E-01	3.22E-05	3.94E-04	0.00E+00	6.90E-05
2006	Annual	Mon-Sun	2270002015	Rollers	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	2.08E+00	4.01E+00	1.98E+01	3.71E-04	1.30E-03	3.01E-03	2.17E-01	2.28E-05	1.62E-04	0.00E+00	3.35E-05
2006	Annual	Mon-Sun	2270002015	Rollers	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	2.96E-01	5.69E-01	3.97E+00	5.68E-05	1.63E-04	5.77E-04	4.35E-02	4.57E-06	2.30E-05	0.00E+00	5.12E-06
2006	Annual	Mon-Sun	2270002015	Rollers	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	2.07E-01	3.99E-01	3.99E+00	5.05E-05	2.21E-04	5.23E-04	4.37E-02	4.00E-06	2.05E-05	0.00E+00	4.56E-06
2006	Annual	Mon-Sun	2270002018	Scrapers	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	4.79E-02	1.47E-01	6.37E-01	2.04E-05	5.55E-05	1.15E-04	6.90E-03	7.55E-07	1.06E-05	0.00E+00	1.84E-06
2006	Annual	Mon-Sun	2270002018	Scrapers	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	4.38E-01	1.35E+00	9.13E+00	1.96E-04	6.51E-04	1.51E-03	9.96E-02	1.05E-05	8.69E-05	0.00E+00	1.76E-05
2006	Annual	Mon-Sun	2270002018	Scrapers	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	4.27E-01	1.31E+00	1.25E+01	2.11E-04	5.97E-04	2.00E-03	1.37E-01	1.44E-05	8.63E-05	0.00E+00	1.91E-05
2006	Annual	Mon-Sun	2270002018	Scrapers	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	1.18E+00	3.61E+00	5.31E+01	7.91E-04	3.84E-03	7.62E-03	5.80E-01	5.31E-05	3.21E-04	0.00E+00	7.14E-05
2006	Annual	Mon-Sun	2270002021	Paving Equipment	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	3.89E-01	8.95E-01	2.25E+00	7.04E-05	1.93E-04	4.05E-04	2.44E-02	2.67E-06	3.58E-05	0.00E+00	6.35E-06
2006	Annual	Mon-Sun	2270002021	Paving Equipment	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	1.83E-01	4.21E-01	1.95E+00	4.06E-05	1.37E-04	3.21E-04	2.12E-02	2.23E-06	1.79E-05	0.00E+00	3.67E-06
2006	Annual	Mon-Sun	2270002021	Paving Equipment	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	5.15E-02	1.19E-01	6.61E-01	1.11E-05	3.21E-05	1.05E-04	7.25E-03	7.61E-07	4.60E-06	0.00E+00	1.01E-06
2006	Annual	Mon-Sun	2270002024	Surfacing Equipment	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	4.91E-03	6.12E-03	1.79E-02	4.72E-07	1.39E-06	2.86E-06	1.95E-04	2.14E-08	2.37E-07	0.00E+00	4.26E-08
2006	Annual	Mon-Sun	2270002024	Surfacing Equipment	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	3.68E-03	4.59E-03	1.80E-02	3.12E-07	1.14E-06	2.63E-06	1.97E-04	2.07E-08	1.34E-07	0.00E+00	2.82E-08
2006	Annual	Mon-Sun	2270002024	Surfacing Equipment	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	7.36E-03	9.18E-03	5.63E-02	7.47E-07	2.22E-06	7.90E-06	6.19E-04	6.50E-08	2.98E-07	0.00E+00	6.74E-08
2006	Annual	Mon-Sun	2270002024	Surfacing Equipment	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	6.14E-02	7.65E-02	7.71E-01	9.09E-06	4.13E-05	9.83E-05	8.46E-03	7.75E-07	3.67E-06	0.00E+00	8.20E-07
2006	Annual	Mon-Sun	2270002027	Signal Boards	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	2.81E-01	4.12E-01	1.52E+00	3.84E-05	1.15E-04	2.31E-04	1.65E-02	1.81E-06	1.95E-05	0.00E+00	3.47E-06
2006	Annual	Mon-Sun	2270002027	Signal Boards	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	1.74E-01	2.56E-01	1.80E+00	3.00E-05	1.10E-04	2.52E-04	1.97E-02	2.07E-06	1.28E-05	0.00E+00	2.70E-06
2006	Annual	Mon-Sun	2270002027	Signal Boards	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	3.68E-02	5.40E-02	6.26E-01	7.24E-06	2.10E-05	8.29E-05	6.89E-03	7.23E-07	2.83E-06	0.00E+00	6.54E-07
2006	Annual	Mon-Sun	2270002030	Trenchers	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	5.00E+00	8.72E+00	2.61E+01	8.07E-04	2.22E-03	4.69E-03	2.83E-01	3.10E-05	4.05E-04	0.00E+00	7.28E-05
2006	Annual	Mon-Sun	2270002030	Trenchers	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	5.47E-01	9.54E-01	6.29E+00	1.30E-04	4.41E-04	1.04E-03	6.86E-02	7.20E-06	5.69E-05	0.00E+00	1.17E-05
2006	Annual	Mon-Sun	2270002030	Trenchers	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	4.91E-02	8.56E-02	8.70E-01	1.47E-05	4.27E-05	1.39E-04	9.53E-03	1.00E-06	6.06E-06	0.00E+00	1.32E-06
2006	Annual	Mon-Sun	2270002030	Trenchers	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	6.26E-02	1.09E-01	1.55E+00	2.31E-05	1.22E-04	2.25E-04	1.70E-02	1.55E-06	9.48E-06	0.00E+00	2.08E-06
2006	Annual	Mon-Sun	2270002033	Bore/Drill Rigs	D	120	Construction and Mining Equi	U	P	NHH	P	Yuba	SV	FR	4.93E-01	1.15E+00	4.06E+00	7.98E-05	2.92E-04	5.07E-04	4.43E-02	4.84E-06	4.48E-05	0.00E+00	7.20E-06
2006	Annual	Mon-Sun	2270002033	Bore/Drill Rigs	D	175	Construction and Mining Equi	U	P	NHH	P	Yuba	SV	FR	1.14E-01	2.66E-01	1.71E+00	2.11E-05	1.00E-04	1.93E-04	1.87E-02	1.97E-06	9.85E-06	0.00E+00	1.91E-06
2006	Annual	Mon-Sun	2270002033	Bore/Drill Rigs	D	250	Construction and Mining Equi	U	N	NHH	P	Yuba	SV	FR	9.82E-02	2.29E-01	1.95E+00	1.38E-05	4.08E-05	2.08E-04	2.15E-02	2.26E-06	5.22E-06	0.00E+00	1.25E-06
2006	Annual	Mon-Sun	2270002033	Bore/Drill Rigs	D	500	Construction and Mining Equi	U	N	NHH	P	Yuba	SV	FR	2.18E-01	5.09E-01	7.16E+00	4.34E-05	1.46E-04	6.30E-04	7.91E-02	7.25E-06	1.78E-05	0.00E+00	3.92E-06
2006	Annual	Mon-Sun	2270002036	Excavators	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	4.64E+00	1.81E+01	6.12E+01	1.73E-03	5.03E-03	9.69E-03	6.65E-01	7.28E-05	9.48E-04	0.00E+00	1.56E-04
2006	Annual	Mon-Sun	2270002036	Excavators	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	8.96E+00	3.49E+01	1.79E+02	3.34E-03	1.18E-02	2.60E-02	1.95E+00	2.05E-04	1.51E-03	0.00E+00	3.01E-04
2006	Annual	Mon-Sun	2270002036	Excavators	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	3.64E+00	1.42E+01	1.02E+02	1.31E-03	3.51E-03	1.41E-02	1.12E+00	1.18E-04	5.07E-04	0.00E+00	1.18E-04
2006	Annual	Mon-Sun	2270002036	Excavators	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	2.63E+00	1.02E+01	1.09E+02	1.24E-03	4.24E-03	1.31E-02	1.19E+00	1.09E-04	4.86E-04	0.00E+00	1.12E-04
2006	Annual	Mon-Sun	2270002039	Concrete/Industrial Saws	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	7.49E-02	1.19E-01	4.05E-01	1.04E-05	3.10E-05	6.29E-05	4.41E-03	4.83E-07	5.32E-06	0.00E+00	9.43E-07
2006	Annual	Mon-Sun	2270002039	Concrete/Industrial Saws	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	2.45E-03	3.90E-03	2.86E-02	4.85E-07	1.76E-06	4.07E-06	3.12E-04	3.28E-08	2.08E-07	0.00E+00	4.38E-08
2006	Annual	Mon-Sun	2270002045	Cranes	D	120	Construction and Mining Equi	U	P	NHH	P	Yuba	SV	FR	4.58E-01	1.61E+00	3.71E+00	1.13E-04	3.14E-04	6.39E-04	4.03E-02	4.41E-06	5.98E-05	0.00E+00	1.02E-05
2006	Annual	Mon-Sun	2270002045	Cranes	D	175	Construction and Mining Equi	U	P	NHH	P	Yuba	SV	FR	4.58E-01	1.61E+00	5.91E+00	1.20E-04	4.04E-04	9.33E-04	6.45E-02	6.77E-06	5.32E-05	0.00E+00	1.08E-05
2006	Annual	Mon-Sun	2270002045	Cranes	D	250	Construction and Mining Equi	U	N	NHH	P	Yuba	SV	FR	8.87E-01	3.11E+00	1.59E+01	2.45E-04	6.83E-04	2.41E-03	1.75E-01	1.83E-05	9.86E-05	0.00E+00	2.21E-05
2006	Annual	Mon-Sun	2270002045	Cranes	D	500	Construction and Mining Equi	U	N	NHH	P	Yuba	SV	FR	3.25E-01	1.14E+00	9.37E+00	1.28E-04	5.35E-04	1.27E-03	1.03E-01	9.41E-06	5.16E-05	0.00E+00	1.16E-05
2006	Annual	Mon-Sun	2270002048	Graders	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	1.15E+00	3.02E+00	1.04E+01	3.04E-04	8.64E-04	1.73E-03	1.13E-01	1.24E-05	1.62E-04	0.00E+00	2.74E-05
2006	Annual	Mon-Sun	2270002048	Graders	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	3.92E+00	1.03E+01	5.84E+01	1.13E-03	3.92E-03	8.89E-03	6.38E-01	6.70E-05	5.06E-04	0.00E+00	1.02E-04
2006	Annual	Mon-Sun	2270002048	Graders	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	2.43E+00	6.40E+00	5.01E+01	7.12E-04	1.98E-03	7.29E-03	5.50E-01	5.77E-05	2.85E-04	0.00E+00	6.43E-05
2006	Annual	Mon-Sun	2270002048	Graders	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	6.87E-02	1.81E-01	1.89E+00	2.38E-05	9.65E-05	2.44E-04	2.07E-02	1.90E-06	9.58E-06	0.00E+00	2.15E-06
2006	Annual	Mon-Sun	2270002051	Off-Highway Trucks	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	7.98E-02	4.34E-01	2.49E+00	4.84E-05	1.68E-04	3.70E-04	2.71E-02	2.85E-06	2.18E-05	0.00E+00	4.37E-06
2006	Annual	Mon-Sun	2270002051	Off-Highway Trucks	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	5.89E-01	3.21E+00	2.43E+01	3.30E-04	8.71E-04	3.44E-03	2.67E-01	2.80E-05	1.27E-04	0.00E+00	2.98E-05
2006	Annual	Mon-Sun	2270002051	Off-Highway Trucks	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	8.30E-01	4.52E+00	5.59E+01	6.84E-04	2.32E-03	6.91E-03	6.15E-01	5.63E-05	2.63E-04	0.00E+00	6.18E-05
2006	Annual	Mon-Sun	2270002054	Crushing/Proc. Equipment	D	120	Construction and Mining Equi	U	P	NHH	P	Yuba	SV	FR	5.53E-01	1.45E+00	5.54E+00	1.55E-04	4.45E-04	8.89E-04	6.02E-02	6.59E-06	8.16E-05	0.00E+00	1.40E-05
2006	Annual	Mon-Sun	2270002054	Crushing/Proc. Equipment	D	175	Construction and Mining Equi	U	P	NHH	P	Yuba	SV	FR	2.34E-01	6.14E-01	4.69E+00	8.68E-05	3.02E-04	6.92E-04	5.13E-02	5.39E-06	3.83E-05	0.00E+00	7.83E-06
2006	Annual	Mon-Sun	2270002054	Crushing/Proc. Equipment	D	250	Construction and Mining Equi	U	N	NHH	P	Yuba	SV	FR	2.33E-02	6.11E-02	6.78E-01	8.72E-06	2.41E-05	9.47E-05	7.46E-03	7.83E-07	3.45E-06	0.00E+00	7.87E-07
2006	Annual	Mon-Sun	2270002054	Crushing/Proc. Equipment	D	500	Construction and Mining Equi	U	N	NHH	P	Yuba	SV	FR	1.31E-01	3.44E-01	5.84E+00	6.63E-05	2.61E-04	7.31E-04	6.42E-02	5.88E-06	2.67E-05	0.00E+00	5.98E-06
2006	Annual	Mon-Sun	2270002057	Rough Terrain Forklifts	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	6.52E+00	2.03E+01	5.82E+01	1.63E-03	4.71E-03	9.29E-03	6.32E-01	6.92E-05	8.74E-04	0.00E+00	1.47E-04

2006	Annual	Mon-Sun	2270002057	Rough Terrain Forklifts	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	4.66E-02	1.45E-01	1.12E+00	1.47E-05	4.05E-05	1.57E-04	1.24E-02	1.30E-06	5.81E-06	0.00E+00	1.33E-06
2006	Annual	Mon-Sun	2270002057	Rough Terrain Forklifts	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	3.07E-02	9.53E-02	1.11E+00	1.29E-05	4.71E-05	1.37E-04	1.22E-02	1.12E-06	5.17E-06	0.00E+00	1.16E-06
2006	Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	9.07E+00	2.44E+01	6.60E+01	1.91E-03	5.45E-03	1.09E-02	7.17E-01	7.85E-05	1.02E-03	0.00E+00	1.72E-04
2006	Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	5.11E+00	1.37E+01	6.68E+01	1.28E-03	4.44E-03	1.01E-02	7.29E-01	7.66E-05	5.71E-04	0.00E+00	1.15E-04
2006	Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	5.09E+00	1.37E+01	9.25E+01	1.30E-03	3.60E-03	1.34E-02	1.02E+00	1.07E-04	5.18E-04	0.00E+00	1.17E-04
2006	Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	2.12E+00	5.68E+00	6.13E+01	7.62E-04	3.04E-03	7.87E-03	6.73E-01	6.16E-05	3.06E-04	0.00E+00	6.87E-05
2006	Annual	Mon-Sun	2270002063	Rubber Tired Dozers	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	1.23E-02	5.53E-02	3.29E-01	7.81E-06	2.51E-05	5.91E-05	3.58E-03	3.76E-07	3.46E-06	0.00E+00	7.05E-07
2006	Annual	Mon-Sun	2270002063	Rubber Tired Dozers	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	3.01E-01	1.36E+00	1.14E+01	2.22E-04	6.27E-04	1.98E-03	1.24E-01	1.31E-05	9.14E-05	0.00E+00	2.01E-05
2006	Annual	Mon-Sun	2270002063	Rubber Tired Dozers	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	4.63E-01	2.09E+00	2.54E+01	4.39E-04	2.36E-03	3.99E-03	2.76E-01	2.53E-05	1.77E-04	0.00E+00	3.96E-05
2006	Annual	Mon-Sun	2270002066	Tractors/Loaders/Backhoes	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	2.77E+01	7.31E+01	1.74E+02	4.63E-03	1.38E-02	2.65E-02	1.89E+00	2.07E-04	2.53E-03	0.00E+00	4.18E-04
2006	Annual	Mon-Sun	2270002066	Tractors/Loaders/Backhoes	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	2.06E+00	5.45E+00	2.53E+01	4.43E-04	1.62E-03	3.55E-03	2.76E-01	2.90E-05	2.00E-04	0.00E+00	4.00E-05
2006	Annual	Mon-Sun	2270002066	Tractors/Loaders/Backhoes	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	6.68E-01	1.76E+00	1.38E+01	1.63E-04	4.43E-04	1.83E-03	1.51E-01	1.59E-05	6.33E-05	0.00E+00	1.47E-05
2006	Annual	Mon-Sun	2270002066	Tractors/Loaders/Backhoes	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	1.08E+00	2.85E+00	4.46E+01	4.67E-04	1.58E-03	5.18E-03	4.91E-01	5.15E-05	1.86E-04	0.00E+00	4.22E-05
2006	Annual	Mon-Sun	2270002069	Crawler Tractors	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	9.75E+00	2.83E+01	8.60E+01	2.74E-03	7.49E-03	1.54E-02	9.31E-01	1.02E-04	1.43E-03	0.00E+00	2.48E-04
2006	Annual	Mon-Sun	2270002069	Crawler Tractors	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	3.30E+00	9.59E+00	5.32E+01	1.14E-03	3.79E-03	8.76E-03	5.80E-01	6.09E-05	5.06E-04	0.00E+00	1.02E-04
2006	Annual	Mon-Sun	2270002069	Crawler Tractors	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	2.83E+00	8.24E+00	6.24E+01	1.04E-03	2.92E-03	9.90E-03	6.84E-01	7.18E-05	4.23E-04	0.00E+00	9.37E-05
2006	Annual	Mon-Sun	2270002069	Crawler Tractors	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	1.94E+00	5.65E+00	6.69E+01	9.86E-04	4.69E-03	9.52E-03	7.31E-01	6.70E-05	3.99E-04	0.00E+00	8.90E-05
2006	Annual	Mon-Sun	2270002072	Skid Steer Loaders	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	1.12E+01	2.63E+01	5.16E+01	1.21E-03	3.89E-03	7.22E-03	5.62E-01	6.15E-05	6.59E-04	0.00E+00	1.09E-04
2006	Annual	Mon-Sun	2270002075	Off-Highway Tractors	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	1.23E-03	3.79E-03	1.64E-02	5.59E-07	1.48E-06	3.15E-06	1.78E-04	1.94E-08	2.84E-07	0.00E+00	5.04E-08
2006	Annual	Mon-Sun	2270002075	Off-Highway Tractors	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	1.50E+00	4.64E+00	2.77E+01	6.38E-04	2.07E-03	4.89E-03	3.02E-01	3.17E-05	2.82E-04	0.00E+00	5.76E-05
2006	Annual	Mon-Sun	2270002075	Off-Highway Tractors	D	250	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	1.42E+00	4.38E+00	2.61E+01	4.94E-04	1.41E-03	4.47E-03	2.86E-01	3.00E-05	2.04E-04	0.00E+00	4.46E-05
2006	Annual	Mon-Sun	2270002081	Other Construction Equipment	D	120	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	1.74E-01	3.36E-01	1.25E+00	3.09E-05	9.52E-05	1.85E-04	1.36E-02	1.49E-06	1.64E-05	0.00E+00	2.79E-06
2006	Annual	Mon-Sun	2270002081	Other Construction Equipment	D	175	Construction and Mining Equi	U	P	NHH	NP	Yuba	SV	FR	2.41E-01	4.64E-01	2.25E+00	3.66E-05	1.39E-04	3.06E-04	2.47E-02	2.59E-06	1.62E-05	0.00E+00	3.30E-06
2006	Annual	Mon-Sun	2270002081	Other Construction Equipment	D	500	Construction and Mining Equi	U	N	NHH	NP	Yuba	SV	FR	5.58E-01	1.08E+00	1.24E+01	1.22E-04	4.52E-04	1.42E-03	1.37E-01	1.25E-05	4.94E-05	0.00E+00	1.10E-05
2006	Annual	Mon-Sun	2270003010	Aerial Lifts	D	120	Industrial Equipment	U	P	NHH	NP	Yuba	SV	FR	1.43E+00	1.51E+00	2.63E+00	6.45E-05	1.94E-04	3.95E-04	2.86E-02	3.13E-06	3.19E-05	0.00E+00	5.82E-06
2006	Annual	Mon-Sun	2270003010	Aerial Lifts	D	500	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	1.83E-01	1.93E-01	1.87E+00	1.88E-05	7.71E-05	2.24E-04	2.05E-02	1.88E-06	7.42E-06	0.00E+00	1.70E-06
2006	Annual	Mon-Sun	2270003020	Forklifts	D	120	Industrial Equipment	U	P	NHH	NP	Yuba	SV	FR	7.67E-01	3.79E+00	5.44E+00	1.59E-04	4.48E-04	8.62E-04	5.90E-02	6.46E-06	8.80E-05	0.00E+00	1.44E-05
2006	Annual	Mon-Sun	2270003020	Forklifts	D	175	Industrial Equipment	U	P	NHH	NP	Yuba	SV	FR	7.71E-01	3.80E+00	9.75E+00	1.90E-04	6.39E-04	1.43E-03	1.07E-01	1.12E-05	8.61E-05	0.00E+00	1.72E-05
2006	Annual	Mon-Sun	2270003020	Forklifts	D	250	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	7.65E-01	3.78E+00	1.32E+01	1.58E-04	3.99E-04	1.81E-03	1.45E-01	1.53E-05	5.93E-05	0.00E+00	1.43E-05
2006	Annual	Mon-Sun	2270003020	Forklifts	D	500	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	3.27E-01	1.62E+00	8.14E+00	8.69E-05	2.53E-04	9.78E-04	8.96E-02	8.21E-06	3.35E-05	0.00E+00	7.84E-06
2006	Annual	Mon-Sun	2270003030	Sweepers/Scrubbers	D	120	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	1.16E+00	3.87E+00	1.34E+01	3.85E-04	1.08E-03	2.13E-03	1.45E-01	1.59E-05	2.08E-04	0.00E+00	3.47E-05
2006	Annual	Mon-Sun	2270003030	Sweepers/Scrubbers	D	175	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	5.32E-01	1.78E+00	1.13E+01	2.16E-04	7.29E-04	1.67E-03	1.24E-01	1.30E-05	9.64E-05	0.00E+00	1.95E-05
2006	Annual	Mon-Sun	2270003030	Sweepers/Scrubbers	D	250	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	8.52E-02	2.85E-01	2.10E+00	2.57E-05	6.72E-05	2.89E-04	2.31E-02	2.42E-06	9.85E-06	0.00E+00	2.32E-06
2006	Annual	Mon-Sun	2270003040	Other General Industrial Equip	D	120	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	6.25E-01	2.44E+00	6.98E+00	2.12E-04	5.85E-04	1.17E-03	7.57E-02	8.29E-06	1.13E-04	0.00E+00	1.91E-05
2006	Annual	Mon-Sun	2270003040	Other General Industrial Equip	D	175	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	6.27E-01	2.45E+00	1.08E+01	2.17E-04	7.23E-04	1.66E-03	1.17E-01	1.23E-05	9.70E-05	0.00E+00	1.96E-05
2006	Annual	Mon-Sun	2270003040	Other General Industrial Equip	D	250	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	6.25E-01	2.44E+00	1.50E+01	2.10E-04	5.65E-04	2.20E-03	1.65E-01	1.74E-05	8.24E-05	0.00E+00	1.89E-05
2006	Annual	Mon-Sun	2270003040	Other General Industrial Equip	D	500	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	6.23E-01	2.44E+00	2.94E+01	3.64E-04	1.39E-03	3.85E-03	3.23E-01	2.96E-05	1.45E-04	0.00E+00	3.29E-05
2006	Annual	Mon-Sun	2270003050	Other Material Handling Equip	D	120	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	2.69E-02	9.73E-02	2.72E-01	8.18E-06	2.26E-05	4.54E-05	2.95E-03	3.23E-07	4.36E-06	0.00E+00	7.38E-07
2006	Annual	Mon-Sun	2270003050	Other Material Handling Equip	D	175	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	2.88E-02	1.04E-01	5.82E-01	1.16E-05	3.89E-05	8.96E-05	6.35E-03	6.67E-07	5.19E-06	0.00E+00	1.05E-06
2006	Annual	Mon-Sun	2270003050	Other Material Handling Equip	D	250	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	6.86E-02	2.48E-01	1.63E+00	2.26E-05	6.11E-05	2.38E-04	1.79E-02	1.88E-06	8.89E-06	0.00E+00	2.04E-06
2006	Annual	Mon-Sun	2270003050	Other Material Handling Equip	D	500	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	1.28E-02	4.63E-02	4.04E-01	4.96E-06	1.91E-05	5.26E-05	4.43E-03	4.06E-07	1.98E-06	0.00E+00	4.47E-07
2006	Annual	Mon-Sun	2270004030	Leaf Blowers/Vacuums	D	120	Lawn and Garden Equipment	U	N	NHH	P	Yuba	SV	FR	9.53E-03	3.13E-03	6.98E-03	1.48E-07	4.81E-07	9.76E-07	7.61E-05	8.33E-09	7.04E-08	0.00E+00	1.34E-08
2006	Annual	Mon-Sun	2270004030	Leaf Blowers/Vacuums	D	250	Lawn and Garden Equipment	U	N	NHH	P	Yuba	SV	FR	2.72E-03	8.95E-04	4.07E-03	4.02E-08	1.28E-07	4.99E-07	4.48E-05	4.71E-09	1.49E-08	0.00E+00	3.62E-09
2006	Annual	Mon-Sun	2270004035	Snowblowers	D	175	Lawn and Garden Equipment	U	P	NHH	P	Yuba	SV	FR	4.66E-03	5.15E-03	3.12E-02	4.96E-07	1.82E-06	4.28E-06	3.42E-04	3.59E-08	2.06E-07	0.00E+00	4.48E-08
2006	Annual	Mon-Sun	2270004035	Snowblowers	D	250	Lawn and Garden Equipment	U	N	NHH	P	Yuba	SV	FR	7.92E-02	8.75E-02	8.03E-01	9.21E-06	2.72E-05	1.05E-04	8.84E-03	9.28E-07	3.52E-06	0.00E+00	8.31E-07
2006	Annual	Mon-Sun	2270004035	Snowblowers	D	500	Lawn and Garden Equipment	U	N	NHH	P	Yuba	SV	FR	2.38E-01	2.63E-01	3.57E+00	3.72E-05	1.32E-04	4.29E-04	3.92E-02	3.60E-06	1.45E-05	0.00E+00	3.35E-06
2006	Annual	Mon-Sun	2270004065	Chippers/Stump Grinders	D	120	Lawn and Garden Equipment	U	P	NHH	P	Yuba	SV	FR	3.38E-01	4.30E-01	1.50E+00	3.68E-05	1.12E-04	2.26E-04	1.63E-02	1.79E-06	1.85E-05	0.00E+00	3.32E-06
2006	Annual	Mon-Sun	2270004065	Chippers/Stump Grinders	D	175	Lawn and Garden Equipment	U	P	NHH	P	Yuba	SV	FR	2.31E-02	2.95E-02	1.77E-01	2.85E-06	1.06E-05	2.45E-05	1.94E-03	2.04E-07	1.21E-06	0.00E+00	2.57E-07
2006	Annual	Mon-Sun	2270004065	Chippers/Stump Grinders	D	250	Lawn and Garden Equipment	U	N	NHH	P	Yuba	SV	FR	5.44E-03	6.93E-03	7.00E-02	8.21E-07	2.44E-06	9.24E-06	7.71E-04	8.09E-08	3.21E-07	0.00E+00	7.40E-08
2006	Annual	Mon-Sun	2270004065	Chippers/Stump Grinders	D	500	Lawn and Garden Equipment	U	N	NHH	P	Yuba	SV	FR	5.04E-02	6.41E-02	7.20E-01	7.53E-06	3.02E-05	8.64E-05	7.92E-03	7.26E-07	3.01E-06	0.00E+00	6.79E-07
2006	Annual	Mon-Sun	2270005015	Agricultural Tractors	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	4.42E+02	5.76E+02	1.93E+03	4.98E-02	1.47E-01	3.03E-01	2.10E+01	2.30E-03	2.48E-02	0.00E+00	4.49E-03
2006	Annual	Mon-Sun	2270005015	Agricultural Tractors	D	175	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	2.49E+02	3.24E+02	1.85E+03	3.15E-02	1.13E-01	2.65E-01	2.02E+01	2.12E-03	1.33E-02	0.00E+00	2.84E-03
2006	Annual	Mon-Sun	2270005015	Agricultural Tractors	D	250	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	1.61E+02	2.10E+02	1.70E+03	2.09E-02	6.12E-02	2.31E-01	1.87E+01	1.96E-03	8.19E-03	0.00E+00	1.89E-03
2006	Annual	Mon-Sun	2270005015	Agricultural Tractors	D	500	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	3.19E+01	4.16E+01	5.52E+02	6.10E-03	2.54E-02	6.88E-02	6.06E+00	5.55E-04	2.42E-03	0.00E+00	5.50E-04
2006	Annual	Mon-Sun	2270005020	Combines	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	9.33E+00	3.84E+00	1.67E+01	3.73E-04	1.17E-03	2.44E-03	1.82E-01	1.99E-05	1.76E-04	0.00E+00	3.37E-05
2006	Annual	Mon-Sun	2270005020	Combines	D	175	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	1.39E+01	5.70E+00	3.24E+01	4.76E-04	1.83E-03	4.33E-03	3.55E-01	3.73E-05	1.90E-04	0.00E+00	4.29E-05
2006	Annual	Mon-Sun	2270005020	Combines	D	250	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	1.48E+01	6.09E+00	4.85E+01	5.06E-04	1.58E-03	6.13E-03	5.34E-01	5.61E-05	1.88E-04	0.00E+00	4.57E-05
2006	Annual	Mon-Sun	2270005020	Combines	D	500	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	5.91E-01	2.43E-01	2.67E+00	2.55E-05	9.54E-05	3.14E-04	2.94E-02	2.69E-06	9.78E-06	0.00E+00	2.30E-06

2006	Annual	Mon-Sun	2270005025	Balers	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	1.24E+01	3.24E+00	8.10E+00	1.76E-04	5.61E-04	1.17E-03	8.83E-02	9.67E-06	8.22E-05	0.00E+00	1.59E-05
2006	Annual	Mon-Sun	2270005030	Agricultural Mowers	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	5.83E-01	5.80E-01	9.33E-01	2.30E-05	6.92E-05	1.43E-04	1.02E-02	1.11E-06	1.13E-05	0.00E+00	2.08E-06
2006	Annual	Mon-Sun	2270005035	Sprayers	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	5.91E+00	1.46E+00	3.82E+00	8.29E-05	2.64E-04	5.49E-04	4.16E-02	4.56E-06	3.86E-05	0.00E+00	7.48E-06
2006	Annual	Mon-Sun	2270005035	Sprayers	D	175	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	2.49E+00	6.15E-01	2.65E+00	3.78E-05	1.48E-04	3.49E-04	2.91E-02	3.05E-06	1.49E-05	0.00E+00	3.41E-06
2006	Annual	Mon-Sun	2270005035	Sprayers	D	250	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	1.55E+00	3.84E-01	2.71E+00	2.73E-05	8.66E-05	3.37E-04	2.98E-02	3.13E-06	9.99E-06	0.00E+00	2.46E-06
2006	Annual	Mon-Sun	2270005035	Sprayers	D	500	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	2.65E-01	6.54E-02	5.04E-01	4.68E-06	1.70E-05	5.88E-05	5.55E-03	5.09E-07	1.78E-06	0.00E+00	4.22E-07
2006	Annual	Mon-Sun	2270005040	Tillers	D	250	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	8.83E-03	4.17E-03	4.53E-02	4.78E-07	1.49E-06	5.75E-06	4.99E-04	5.24E-08	1.78E-07	0.00E+00	4.32E-08
2006	Annual	Mon-Sun	2270005040	Tillers	D	500	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	2.65E-02	1.25E-02	2.42E-01	2.34E-06	8.84E-06	2.87E-05	2.67E-03	2.44E-07	9.01E-07	0.00E+00	2.11E-07
2006	Annual	Mon-Sun	2270005045	Swathers	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	6.72E+01	2.03E+01	5.00E+01	1.10E-03	3.48E-03	7.23E-03	5.45E-01	5.97E-05	5.13E-04	0.00E+00	9.89E-05
2006	Annual	Mon-Sun	2270005045	Swathers	D	175	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	6.00E-01	1.81E-01	8.55E-01	1.23E-05	4.78E-05	1.13E-04	9.36E-03	9.83E-07	4.87E-06	0.00E+00	1.11E-06
2006	Annual	Mon-Sun	2270005050	Hydro Power Units	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	1.59E-01	3.44E-01	6.68E-01	1.89E-05	5.36E-05	1.10E-04	7.25E-03	7.94E-07	9.76E-06	0.00E+00	1.71E-06
2006	Annual	Mon-Sun	2270005055	Other Agricultural Equipment	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	1.54E+01	1.61E+01	3.78E+01	9.38E-04	2.81E-03	5.81E-03	4.11E-01	4.50E-05	4.61E-04	0.00E+00	8.46E-05
2006	Annual	Mon-Sun	2270005055	Other Agricultural Equipment	D	175	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	1.28E+00	1.34E+00	5.67E+00	9.28E-05	3.39E-04	7.98E-04	6.20E-02	6.51E-06	3.86E-05	0.00E+00	8.37E-06
2006	Annual	Mon-Sun	2270005055	Other Agricultural Equipment	D	250	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	1.28E+00	1.34E+00	8.16E+00	9.63E-05	2.87E-04	1.09E-03	8.98E-02	9.43E-06	3.72E-05	0.00E+00	8.69E-06
2006	Annual	Mon-Sun	2270005055	Other Agricultural Equipment	D	500	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	3.09E-01	3.23E-01	2.84E+00	3.01E-05	1.23E-04	3.48E-04	3.12E-02	2.86E-06	1.19E-05	0.00E+00	2.72E-06
2006	Annual	Mon-Sun	2270006005	Generator Sets	D	120	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	9.97E+00	9.22E+00	3.30E+01	7.94E-04	2.41E-03	4.91E-03	3.59E-01	3.93E-05	3.90E-04	0.00E+00	7.16E-05
2006	Annual	Mon-Sun	2270006005	Generator Sets	D	175	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	5.89E-01	5.45E-01	3.53E+00	5.58E-05	2.07E-04	4.83E-04	3.86E-02	4.06E-06	2.32E-05	0.00E+00	5.04E-06
2006	Annual	Mon-Sun	2270006005	Generator Sets	D	250	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	3.29E-01	3.04E-01	2.94E+00	3.24E-05	9.67E-05	3.81E-04	3.23E-02	3.39E-06	1.24E-05	0.00E+00	2.92E-06
2006	Annual	Mon-Sun	2270006005	Generator Sets	D	500	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	7.32E-01	6.77E-01	1.04E+01	1.03E-04	4.12E-04	1.24E-03	1.14E-01	1.04E-05	4.03E-05	0.00E+00	9.27E-06
2006	Annual	Mon-Sun	2270006010	Pumps	D	120	Light Commercial Equipment	U	P	NHH	P	Yuba	SV	FR	5.63E+00	6.21E+00	2.22E+01	5.49E-04	1.65E-03	3.35E-03	2.42E-01	2.65E-05	2.72E-04	0.00E+00	4.96E-05
2006	Annual	Mon-Sun	2270006010	Pumps	D	175	Light Commercial Equipment	U	P	NHH	P	Yuba	SV	FR	6.09E-01	6.72E-01	4.30E+00	6.99E-05	2.56E-04	5.97E-04	4.70E-02	4.94E-06	2.93E-05	0.00E+00	6.31E-06
2006	Annual	Mon-Sun	2270006010	Pumps	D	250	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	4.39E-01	4.84E-01	4.42E+00	5.03E-05	1.49E-04	5.82E-04	4.87E-02	5.11E-06	1.94E-05	0.00E+00	4.54E-06
2006	Annual	Mon-Sun	2270006010	Pumps	D	500	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	8.66E-03	9.55E-03	1.50E-01	1.53E-06	6.25E-06	1.81E-05	1.65E-03	1.51E-07	6.03E-07	0.00E+00	1.38E-07
2006	Annual	Mon-Sun	2270006015	Air Compressors	D	120	Light Commercial Equipment	U	P	NHH	P	Yuba	SV	FR	9.00E+00	2.01E+01	4.33E+01	1.21E-03	3.45E-03	6.98E-03	4.71E-01	5.15E-05	6.29E-04	0.00E+00	1.09E-04
2006	Annual	Mon-Sun	2270006015	Air Compressors	D	175	Light Commercial Equipment	U	P	NHH	P	Yuba	SV	FR	3.41E-01	7.60E-01	3.07E+00	5.69E-05	1.97E-04	4.56E-04	3.36E-02	3.53E-06	2.48E-05	0.00E+00	5.13E-06
2006	Annual	Mon-Sun	2270006015	Air Compressors	D	250	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	4.79E-01	1.07E+00	6.37E+00	8.30E-05	2.32E-04	8.95E-04	7.01E-02	7.36E-06	3.28E-05	0.00E+00	7.49E-06
2006	Annual	Mon-Sun	2270006015	Air Compressors	D	500	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	6.25E-01	1.39E+00	1.47E+01	1.70E-04	6.79E-04	1.87E-03	1.61E-01	1.48E-05	6.80E-05	0.00E+00	1.53E-05
2006	Annual	Mon-Sun	2270006025	Welders	D	120	Light Commercial Equipment	U	P	NHH	P	Yuba	SV	FR	5.25E+00	9.23E+00	1.68E+01	4.49E-04	1.30E-03	2.64E-03	1.82E-01	1.99E-05	2.30E-04	0.00E+00	4.06E-05
2006	Annual	Mon-Sun	2270006025	Welders	D	175	Light Commercial Equipment	U	P	NHH	P	Yuba	SV	FR	2.60E-02	4.57E-02	2.05E-01	3.63E-06	1.28E-05	2.97E-05	2.24E-03	2.36E-07	1.56E-06	0.00E+00	3.28E-07
2006	Annual	Mon-Sun	2270006025	Welders	D	250	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	5.78E-03	1.02E-02	5.50E-02	6.85E-07	1.95E-06	7.55E-06	6.04E-04	6.35E-08	2.70E-07	0.00E+00	6.18E-08
2006	Annual	Mon-Sun	2270006025	Welders	D	500	Light Commercial Equipment	U	N	NHH	P	Yuba	SV	FR	1.44E-02	2.54E-02	1.94E-01	2.14E-06	8.82E-06	2.42E-05	2.13E-03	1.95E-07	8.58E-07	0.00E+00	1.93E-07
2006	Annual	Mon-Sun	2270006030	Pressure Washers	D	120	Light Commercial Equipment	U	P	NHH	P	Yuba	SV	FR	6.50E-02	2.58E-02	2.84E-02	6.29E-07	1.99E-06	4.06E-06	3.10E-04	3.39E-08	2.99E-07	0.00E+00	5.68E-08
2006	Annual	Mon-Sun	2270010005	Compressors (Workover)	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	2.29E-01	7.73E-01	2.46E+00	7.43E-05	2.05E-04	4.19E-04	2.67E-02	2.93E-06	3.93E-05	0.00E+00	6.71E-06
2006	Annual	Mon-Sun	2270010005	Compressors (Workover)	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	1.31E-01	4.42E-01	2.33E+00	4.67E-05	1.56E-04	3.64E-04	2.54E-02	2.67E-06	2.07E-05	0.00E+00	4.22E-06
2006	Annual	Mon-Sun	2270010005	Compressors (Workover)	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	5.45E-02	1.84E-01	1.35E+00	2.03E-05	5.61E-05	2.03E-04	1.49E-02	1.56E-06	8.14E-06	0.00E+00	1.83E-06
2006	Annual	Mon-Sun	2270010005	Compressors (Workover)	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	2.94E-01	9.92E-01	1.40E+01	1.86E-04	7.23E-04	1.88E-03	1.53E-01	1.40E-05	7.48E-05	0.00E+00	1.68E-05
2006	Annual	Mon-Sun	2270010010	Pump (Workover)	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	4.36E-01	1.47E+00	5.00E+00	1.51E-04	4.17E-04	8.49E-04	5.42E-02	5.94E-06	7.97E-05	0.00E+00	1.36E-05
2006	Annual	Mon-Sun	2270010010	Pump (Workover)	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	5.23E-01	1.77E+00	8.82E+00	1.77E-04	5.90E-04	1.38E-03	9.63E-02	1.01E-05	7.83E-05	0.00E+00	1.60E-05
2006	Annual	Mon-Sun	2270010010	Pump (Workover)	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.19E+00	4.01E+00	2.83E+01	4.24E-04	1.17E-03	4.23E-03	3.11E-01	3.26E-05	1.70E-04	0.00E+00	3.82E-05
2006	Annual	Mon-Sun	2270010010	Pump (Workover)	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	2.16E+00	7.28E+00	9.48E+01	1.26E-03	4.90E-03	1.27E-02	1.04E+00	9.52E-05	5.07E-04	0.00E+00	1.14E-04
2006	Annual	Mon-Sun	2270010015	Generator (Workover)	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	6.87E-01	2.32E+00	7.55E+00	2.28E-04	6.30E-04	1.28E-03	8.19E-02	8.97E-06	1.20E-04	0.00E+00	2.06E-05
2006	Annual	Mon-Sun	2270010015	Generator (Workover)	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	3.49E-01	1.18E+00	5.88E+00	1.18E-04	3.94E-04	9.19E-04	6.42E-02	6.74E-06	5.22E-05	0.00E+00	1.07E-05
2006	Annual	Mon-Sun	2270010015	Generator (Workover)	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	9.81E-02	3.31E-01	2.09E+00	3.13E-05	8.64E-05	3.12E-04	2.29E-02	2.41E-06	1.25E-05	0.00E+00	2.82E-06
2006	Annual	Mon-Sun	2270010015	Generator (Workover)	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.20E-01	4.04E-01	5.03E+00	6.69E-05	2.60E-04	6.76E-04	5.52E-02	5.05E-06	2.69E-05	0.00E+00	6.04E-06
2006	Annual	Mon-Sun	2270010020	Swivel	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	2.07E-01	6.99E-01	2.52E+00	7.60E-05	2.10E-04	4.28E-04	2.73E-02	2.99E-06	4.02E-05	0.00E+00	6.86E-06
2006	Annual	Mon-Sun	2270010020	Swivel	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	5.56E-01	1.88E+00	8.53E+00	1.71E-04	5.71E-04	1.33E-03	9.31E-02	9.78E-06	7.58E-05	0.00E+00	1.55E-05
2006	Annual	Mon-Sun	2270010020	Swivel	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.20E-01	4.05E-01	2.98E+00	4.46E-05	1.23E-04	4.46E-04	3.27E-02	3.43E-06	1.79E-05	0.00E+00	4.03E-06
2006	Annual	Mon-Sun	2270010020	Swivel	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	3.27E-02	7.61E-03	1.02E-01	9.81E-07	3.59E-06	1.20E-05	1.12E-03	1.03E-07	3.73E-07	0.00E+00	8.85E-08
2006	Annual	Mon-Sun	2270010025	Snubbing	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	3.27E-02	1.10E-01	3.82E-01	1.15E-05	3.19E-05	6.50E-05	4.15E-03	4.54E-07	6.10E-06	0.00E+00	1.04E-06
2006	Annual	Mon-Sun	2270010030	Other Workover Equipment	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	1.14E+00	3.86E+00	1.19E+01	3.60E-04	9.94E-04	2.02E-03	1.29E-01	1.41E-05	1.90E-04	0.00E+00	3.24E-05
2006	Annual	Mon-Sun	2270010030	Other Workover Equipment	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	5.45E-01	1.84E+00	9.57E+00	1.92E-04	6.40E-04	1.50E-03	1.04E-01	1.10E-05	8.50E-05	0.00E+00	1.73E-05
2006	Annual	Mon-Sun	2270010030	Other Workover Equipment	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.85E-01	6.25E-01	4.60E+00	6.90E-05	1.91E-04	6.89E-04	5.05E-02	5.31E-06	2.77E-05	0.00E+00	6.23E-06
2006	Annual	Mon-Sun	2270010035	Lift (Drilling)	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	3.27E-02	1.10E-01	4.20E-01	1.27E-05	3.50E-05	7.14E-05	4.56E-03	4.99E-07	6.71E-06	0.00E+00	1.14E-06
2006	Annual	Mon-Sun	2270010035	Lift (Drilling)	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	2.18E-02	7.35E-02	3.73E-01	7.50E-06	2.50E-05	5.84E-05	4.08E-03	4.28E-07	3.32E-06	0.00E+00	6.77E-07
2006	Annual	Mon-Sun	2270010035	Lift (Drilling)	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.09E-01	3.68E-01	2.83E+00	4.25E-05	1.17E-04	4.24E-04	3.11E-02	3.27E-06	1.70E-05	0.00E+00	3.83E-06
2006	Annual	Mon-Sun	2270010035	Lift (Drilling)	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	7.52E-01	2.54E+00	3.33E+01	4.43E-04	1.72E-03	4.47E-03	3.65E-01	3.34E-05	1.78E-04	0.00E+00	4.00E-05
2006	Annual	Mon-Sun	2270010040	Pump (Drilling)	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	4.03E-01	1.36E+00	4.58E+00	1.38E-04	3.82E-04	7.78E-04	4.96E-02	5.43E-06	7.30E-05	0.00E+00	1.25E-05
2006	Annual	Mon-Sun	2270010040	Pump (Drilling)	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	4.58E-01	1.55E+00	7.66E+00	1.54E-04	5.13E-04	1.20E-03	8.36E-02	8.78E-06	6.81E-05	0.00E+00	1.39E-05
2006	Annual	Mon-Sun	2270010040	Pump (Drilling)	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	7.09E-01	2.39E+00	1.88E+01	2.82E-04	7.80E-04	2.82E-03	2.07E-01	2.17E-05	1.13E-04	0.00E+00	2.55E-05
2006	Annual	Mon-Sun	2270010040	Pump (Drilling)	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.55E+00	5.22E+00	6.99E+01	9.31E-04	3.62E-03	9.40E-03	7.67E-01	8.06E-05	3.74E-04	0.00E+00	8.40E-05
2006	Annual	Mon-Sun	2270010045	Generator (Drilling)	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	9.81E-02	3.31E-01	1.15E+00	3.46E-05	9.57E-05	1.95E-04	1.24E-02	1.36E-06	1.83E-05	0.00E+00	3.12E-06
2006	Annual	Mon-Sun	2270010045	Generator (Drilling)	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	3.38E-01	1.14E+00	5.34E+00	1.07E-04	3.58E-04	8.35E-04	5.83E-02	6.12E-06	4.75E-05	0.00E+00	9.68E-06
2006	Annual	Mon-Sun	2270010045	Generator (Drilling)	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	2.40E-01	8.09E-01	5.32E+00	7.97E-05	2.20E-04	7.96E-04	5.84E-02	6.13E-06	3.20E-05	0.00E+00	7.19E-06

2006	Annual	Mon-Sun	2270010045	Generator (Drilling)	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.20E-01	7.00E-01	8.90E+00	1.24E-04	4.65E-04	1.21E-03	9.76E-02	8.94E-06	4.90E-05	0.00E+00	1.12E-05
2006	Annual	Mon-Sun	2270010055	Drill Rig	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	1.90E+00	3.77E+00	1.44E+01	1.46E-04	9.24E-04	1.48E-03	1.58E-01	1.73E-05	9.06E-05	0.00E+00	1.32E-05
2006	Annual	Mon-Sun	2270010055	Drill Rig	D	175	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.95E+00	3.88E+00	2.67E+01	1.59E-04	1.45E-03	2.36E-03	2.94E-01	3.08E-05	8.83E-05	0.00E+00	1.43E-05
2006	Annual	Mon-Sun	2270010055	Drill Rig	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.44E+00	2.86E+00	2.61E+01	1.07E-04	4.88E-04	2.26E-03	2.89E-01	3.04E-05	5.13E-05	0.00E+00	9.70E-06
2006	Annual	Mon-Sun	2270010055	Drill Rig	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	3.91E+00	7.78E+00	1.29E+02	4.47E-04	2.39E-03	8.84E-03	1.43E+00	1.31E-04	2.47E-04	0.00E+00	4.03E-05
2006	Annual	Mon-Sun	2270010057	Drill Rig (Mobile)	D	120	Oil Drilling	U	P	NHH	NP	Yuba	SV	FR	7.63E-02	5.94E-01	2.12E+00	7.87E-05	2.03E-04	4.36E-04	2.29E-02	2.51E-06	3.96E-05	0.00E+00	7.10E-06
2006	Annual	Mon-Sun	2270010057	Drill Rig (Mobile)	D	175	Oil Drilling	U	N	NHH	NP	Yuba	SV	FR	2.18E-02	1.70E-01	1.10E+00	2.81E-05	8.81E-05	2.08E-04	1.20E-02	1.26E-06	1.23E-05	0.00E+00	2.53E-06
2006	Annual	Mon-Sun	2270010057	Drill Rig (Mobile)	D	250	Oil Drilling	U	N	NHH	NP	Yuba	SV	FR	1.09E-02	8.49E-02	7.30E-01	1.58E-05	4.41E-05	1.35E-04	7.97E-03	8.37E-07	6.47E-06	0.00E+00	1.43E-06
2006	Annual	Mon-Sun	2270010057	Drill Rig (Mobile)	D	500	Oil Drilling	U	N	NHH	NP	Yuba	SV	FR	3.27E-02	2.55E-01	3.65E+00	6.98E-05	3.94E-04	6.09E-04	3.96E-02	3.63E-06	2.79E-05	0.00E+00	6.29E-06
2006	Annual	Mon-Sun	2270010058	Workover Rig (Mobile)	D	120	Oil Drilling	U	P	NHH	NP	Yuba	SV	FR	3.87E+00	3.01E+01	1.07E+02	3.99E-03	1.03E-02	2.21E-02	1.16E+00	1.27E-04	2.01E-03	0.00E+00	3.60E-04
2006	Annual	Mon-Sun	2270010058	Workover Rig (Mobile)	D	175	Oil Drilling	U	N	NHH	NP	Yuba	SV	FR	8.94E-01	6.96E+00	4.51E+01	1.15E-03	3.61E-03	8.54E-03	4.90E-01	5.15E-05	5.06E-04	0.00E+00	1.04E-04
2006	Annual	Mon-Sun	2270010058	Workover Rig (Mobile)	D	250	Oil Drilling	U	N	NHH	NP	Yuba	SV	FR	7.74E-01	6.02E+00	5.18E+01	1.12E-03	3.13E-03	9.57E-03	5.66E-01	5.95E-05	4.60E-04	0.00E+00	1.01E-04
2006	Annual	Mon-Sun	2270010058	Workover Rig (Mobile)	D	500	Oil Drilling	U	N	NHH	NP	Yuba	SV	FR	1.71E+00	1.33E+01	1.91E+02	3.65E-03	2.06E-02	3.19E-02	2.07E+00	1.90E-04	1.46E-03	0.00E+00	3.29E-04
2006	Annual	Mon-Sun	2270010060	Pressure Washers	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.09E-02	3.68E-02	2.39E-01	1.12E-06	4.58E-06	2.10E-05	2.64E-03	2.77E-07	4.95E-07	0.00E+00	1.01E-07
2006	Annual	Mon-Sun	2270011005	A/C unit	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	2.03E+00	1.67E+00	5.82E+00	1.40E-04	4.25E-04	8.78E-04	6.34E-02	6.94E-06	6.79E-05	0.00E+00	1.26E-05
2006	Annual	Mon-Sun	2270011005	A/C unit	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	8.47E-01	6.98E-01	4.96E+00	5.84E-05	1.79E-04	6.57E-04	5.45E-02	5.73E-06	2.24E-05	0.00E+00	5.27E-06
2006	Annual	Mon-Sun	2270011005	A/C unit	D	500	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	3.35E-01	2.76E-01	2.97E+00	3.17E-05	1.26E-04	3.64E-04	3.27E-02	2.99E-06	1.24E-05	0.00E+00	2.86E-06
2006	Annual	Mon-Sun	2270011010	Aircraft Support	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	5.52E-01	4.54E-01	1.07E+00	2.56E-05	7.79E-05	1.61E-04	1.16E-02	1.27E-06	1.24E-05	0.00E+00	2.31E-06
2006	Annual	Mon-Sun	2270011010	Aircraft Support	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	7.88E-01	6.49E-01	3.12E+00	4.92E-05	1.83E-04	4.32E-04	3.41E-02	3.59E-06	2.02E-05	0.00E+00	4.44E-06
2006	Annual	Mon-Sun	2270011015	Cart	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	2.36E-01	1.95E-01	5.44E-01	1.31E-05	3.97E-05	8.20E-05	5.93E-03	6.49E-07	6.34E-06	0.00E+00	1.18E-06
2006	Annual	Mon-Sun	2270011015	Cart	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	5.91E-02	4.87E-02	2.56E-01	4.04E-06	1.50E-05	3.54E-05	2.80E-03	2.94E-07	1.66E-06	0.00E+00	3.64E-07
2006	Annual	Mon-Sun	2270011015	Cart	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	1.97E-01	1.62E-01	1.09E+00	1.29E-05	3.94E-05	1.45E-04	1.20E-02	1.26E-06	4.93E-06	0.00E+00	1.16E-06
2006	Annual	Mon-Sun	2270011020	Communications	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	1.18E-01	9.73E-02	2.69E-01	6.45E-06	1.96E-05	4.05E-05	2.93E-03	3.20E-07	3.13E-06	0.00E+00	5.82E-07
2006	Annual	Mon-Sun	2270011025	Compressor (Military)	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	2.97E+00	2.45E+00	6.00E+00	1.44E-04	4.38E-04	9.05E-04	6.54E-02	7.16E-06	7.00E-05	0.00E+00	1.30E-05
2006	Annual	Mon-Sun	2270011025	Compressor (Military)	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	7.88E-02	6.49E-02	3.72E-01	5.87E-06	2.18E-05	5.15E-05	4.07E-03	4.28E-07	2.41E-06	0.00E+00	5.30E-07
2006	Annual	Mon-Sun	2270011025	Compressor (Military)	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	1.58E-01	1.30E-01	9.89E-01	1.16E-05	3.56E-05	1.31E-04	1.09E-02	1.14E-06	4.46E-06	0.00E+00	1.05E-06
2006	Annual	Mon-Sun	2270011025	Compressor (Military)	D	500	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	5.52E-01	4.54E-01	5.79E+00	6.19E-05	2.46E-04	7.10E-04	6.37E-02	5.83E-06	2.42E-05	0.00E+00	5.59E-06
2006	Annual	Mon-Sun	2270011030	Crane	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	3.15E-01	2.60E-01	9.38E-01	1.83E-05	6.37E-05	1.17E-04	1.02E-02	1.12E-06	9.43E-06	0.00E+00	1.65E-06
2006	Annual	Mon-Sun	2270011030	Crane	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	5.91E-02	4.87E-02	2.35E-01	2.92E-06	1.28E-05	2.72E-05	2.58E-03	2.71E-07	1.26E-06	0.00E+00	2.63E-07
2006	Annual	Mon-Sun	2270011030	Crane	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	3.94E-02	3.24E-02	2.36E-01	1.66E-06	5.02E-06	2.57E-05	2.61E-03	2.74E-07	6.23E-07	0.00E+00	1.50E-07
2006	Annual	Mon-Sun	2270011040	Deicer	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	7.88E-02	6.49E-02	2.46E-01	5.91E-06	1.80E-05	3.71E-05	2.68E-03	2.94E-07	2.87E-06	0.00E+00	5.33E-07
2006	Annual	Mon-Sun	2270011050	Generator (Military)	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	1.32E+01	1.09E+01	3.12E+01	7.49E-04	2.28E-03	4.71E-03	3.40E-01	3.72E-05	3.64E-04	0.00E+00	6.76E-05
2006	Annual	Mon-Sun	2270011050	Generator (Military)	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	1.07E+01	8.78E+00	4.43E+01	6.99E-04	2.60E-03	6.13E-03	4.85E-01	5.09E-05	2.87E-04	0.00E+00	6.31E-05
2006	Annual	Mon-Sun	2270011050	Generator (Military)	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	2.82E+00	2.32E+00	1.77E+01	2.08E-04	6.37E-04	2.34E-03	1.94E-01	2.04E-05	7.98E-05	0.00E+00	1.88E-05
2006	Annual	Mon-Sun	2270011050	Generator (Military)	D	500	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	1.14E+00	9.41E-01	1.12E+01	1.20E-04	4.76E-04	1.37E-03	1.23E-01	1.13E-05	4.68E-05	0.00E+00	1.08E-05
2006	Annual	Mon-Sun	2270011060	Hydraulic unit	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	1.32E+00	1.09E+00	3.56E+00	8.55E-05	2.60E-04	5.37E-04	3.88E-02	4.25E-06	4.15E-05	0.00E+00	7.71E-06
2006	Annual	Mon-Sun	2270011065	Lift (Military)	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	3.94E-02	3.24E-02	1.06E-01	2.55E-06	7.77E-06	1.60E-05	1.16E-03	1.27E-07	1.24E-06	0.00E+00	2.30E-07
2006	Annual	Mon-Sun	2270011075	Pressure Washers	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	5.91E-02	4.87E-02	2.54E-01	4.01E-06	1.49E-05	3.52E-05	2.78E-03	2.92E-07	1.65E-06	0.00E+00	3.62E-07
2006	Annual	Mon-Sun	2270011080	Pump (Military)	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	8.87E-01	7.30E-01	2.52E+00	6.04E-05	1.84E-04	3.80E-04	2.74E-02	3.00E-06	2.94E-05	0.00E+00	5.45E-06
2006	Annual	Mon-Sun	2270011085	Start Cart	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	1.97E-02	1.62E-02	5.60E-02	1.34E-06	4.09E-06	8.44E-06	6.10E-04	6.68E-08	6.53E-07	0.00E+00	1.21E-07
2006	Annual	Mon-Sun	2270011085	Start Cart	D	500	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	1.97E-02	1.62E-02	1.57E-01	1.68E-06	6.67E-06	1.92E-05	1.73E-03	1.58E-07	6.56E-07	0.00E+00	1.51E-07
2006	Annual	Mon-Sun	2270011090	Test Stand	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	6.50E-01	5.35E-01	1.70E+00	4.08E-05	1.24E-04	2.56E-04	1.85E-02	2.03E-06	1.98E-05	0.00E+00	3.68E-06
2006	Annual	Mon-Sun	2270011090	Test Stand	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	3.94E-02	3.24E-02	1.58E-01	2.50E-06	9.28E-06	2.19E-05	1.73E-03	1.82E-07	1.03E-06	0.00E+00	2.25E-07
2006	Annual	Mon-Sun	2270011090	Test Stand	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	6.11E-01	5.03E-01	3.39E+00	3.99E-05	1.22E-04	4.48E-04	3.72E-02	3.91E-06	1.53E-05	0.00E+00	3.60E-06
2006	Annual	Mon-Sun	2270011090	Test Stand	D	500	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	2.36E-01	1.95E-01	2.28E+00	2.44E-05	9.71E-05	2.80E-04	2.51E-02	2.30E-06	9.55E-06	0.00E+00	2.20E-06
2006	Annual	Mon-Sun	2270011100	Welder	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	1.14E+00	9.41E-01	2.01E+00	4.83E-05	1.47E-04	3.03E-04	2.19E-02	2.40E-06	2.35E-05	0.00E+00	4.36E-06
2006	Annual	Mon-Sun	2270011105	Other tactical support equip	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	3.15E-01	2.60E-01	7.08E-01	1.70E-05	5.17E-05	1.07E-04	7.71E-03	8.44E-07	8.25E-06	0.00E+00	1.53E-06
2006	Annual	Mon-Sun	2270011105	Other tactical support equip	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	3.15E-01	2.60E-01	1.32E+00	2.08E-05	7.74E-05	1.83E-04	1.44E-02	1.52E-06	8.56E-06	0.00E+00	1.88E-06
2006	Annual	Mon-Sun	2270011105	Other tactical support equip	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	1.18E-01	9.73E-02	7.25E-01	8.54E-06	2.61E-05	9.60E-05	7.98E-03	8.38E-07	3.27E-06	0.00E+00	7.71E-07
2006	Annual	Mon-Sun	2270011105	Other tactical support equip	D	500	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	3.94E-02	3.24E-02	2.99E-01	3.20E-06	1.27E-05	3.67E-05	3.29E-03	3.02E-07	1.25E-06	0.00E+00	2.89E-07
2006	Annual	Mon-Sun	2270014005	Generator (Entertainment)	D	120	Entertainment Equipment	U	P	NHH	P	Yuba	SV	FR	1.35E-01	1.25E-01	5.10E-01	1.24E-05	3.76E-05	7.76E-05	5.56E-03	6.08E-07	6.09E-06	0.00E+00	1.12E-06
2006	Annual	Mon-Sun	2270014005	Generator (Entertainment)	D	175	Entertainment Equipment	U	N	NHH	P	Yuba	SV	FR	1.12E-01	1.03E-01	7.04E-01	1.13E-05	4.17E-05	9.83E-05	7.70E-03	8.09E-07	4.67E-06	0.00E+00	1.02E-06
2006	Annual	Mon-Sun	2270014005	Generator (Entertainment)	D	250	Entertainment Equipment	U	N	NHH	P	Yuba	SV	FR	1.72E-01	1.59E-01	1.43E+00	1.72E-05	5.21E-05	1.91E-04	1.57E-02	1.65E-06	6.63E-06	0.00E+00	1.55E-06
2006	Annual	Mon-Sun	2270014005	Generator (Entertainment)	D	500	Entertainment Equipment	U	N	NHH	P	Yuba	SV	FR	2.67E-01	2.47E-01	3.11E+00	3.38E-05	1.36E-04	3.83E-04	3.41E-02	3.13E-06	1.33E-05	0.00E+00	3.05E-06
2006	Annual	Mon-Sun	2270014010	Compressor (Entertainment	D	120	Entertainment Equipment	U	P	NHH	P	Yuba	SV	FR	1.38E-03	3.07E-03	4.93E-03	1.41E-07	3.98E-07	8.15E-07	5.36E-05	5.87E-09	7.29E-08	0.00E+00	1.27E-08
2006	Annual	Mon-Sun	2270015005	Compressor (Railyard)	D	120	Railyard Operations	U	P	NHH	P	Yuba	SV	FR	2.75E-03	6.14E-03	9.19E-03	2.62E-07	7.40E-07	1.52E-06	9.97E-05	1.09E-08	1.36E-07	0.00E+00	2.36E-08
2006	Annual	Mon-Sun	2270015010	Crane (Rail-CHE)	D	120	Railyard Operations	U	P	NHH	P	Yuba	SV	FR	1.38E-03	3.07E-03	7.62E-03	2.17E-07	6.14E-07	1.26E-06	8.27E-05	9.06E-09	1.13E-07	0.00E+00	1.96E-08
2006	Annual	Mon-Sun	2270015010	Crane (Rail-CHE)	D	175	Railyard Operations	U	P	NHH	P	Yuba	SV	FR	4.13E-03	3.82E-03	1.19E-02	1.92E-07	7.08E-07	1.67E-06	1.31E-04	1.37E-08	7.94E-08	0.00E+00	1.73E-08
2006	Annual	Mon-Sun	2270015015	Materials Handling (Rail-C	D	120	Railyard Operations	U	P	NHH	P	Yuba	SV	FR	1.38E-03	3.07E-03	8.36E-03	2.39E-07	6.74E-07	1.38E-06	9.08E-05	9.54E-09	1.24E-07	0.00E+00	2.15E-08
2006	Annual	Mon-Sun	2270015020	Generator (Railyard)	D	175	Railyard Operations	U	P	NHH	P	Yuba	SV	FR	1.38E-03	1.27E-03	8.09E-03	1.30E-07	4.79E-07	1.13E-06	8.86E-05	9.30E-09	5.38E-08	0.00E+00	1.17E-08
2006	Annual	Mon-Sun	2282020005	Vessels w/Inboard Engines	D	250	Pleasure Craft	U	N	NHH	NP	Yuba	SV	FR	4.69E-01	1.19E-01	5.95E-01	3.51E-05	5.28E-05	1.20E-04	6.38E-03	6.70E-07	3.06E-06	0.00E+00	3.17E-06

OFFROAD MODEL OUTPUT (EXHAUST) - YEAR 2015:

CY	Season	AvgDays	Code	Equipment	Fuel	MaxHP	Class	C/R	Pre	Hand	Port	County	Air Basin	Air Dist.	Population	Activity	Consumption	ROG Exhaust	CO Exhaust	NOX Exhaust	CO2 Exhaust	SO2 Exhaust	PM Exhaust	N2O Exhaust	CH4 Exhaust
2015	Annual	Mon-Sun	2266003020	Forklifts	C4	120	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	1.31E+01	6.45E+01	1.54E+02	1.03E-04	4.54E-02	4.83E-03	1.01E+00	0.00E+00	8.96E-05	0.00E+00	8.63E-04
2015	Annual	Mon-Sun	2266003020	Forklifts	C4	175	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	4.78E-01	2.36E+00	1.15E+01	5.08E-06	2.66E-03	2.51E-04	7.69E-02	0.00E+00	6.84E-06	0.00E+00	4.25E-05
2015	Annual	Mon-Sun	2266006005	Generator Sets	C4	120	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	2.99E-01	9.41E-02	5.90E-01	3.50E-07	1.24E-04	2.34E-05	3.95E-03	0.00E+00	3.51E-07	0.00E+00	2.93E-06
2015	Annual	Mon-Sun	2266006005	Generator Sets	C4	175	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	2.48E-01	7.80E-02	8.52E-01	3.98E-07	1.48E-04	3.35E-05	5.76E-03	0.00E+00	5.12E-07	0.00E+00	3.34E-06
2015	Annual	Mon-Sun	2266006020	Gas Compressors	C4	120	Light Commercial Equipme	U	P	NHH	P	Yuba	SV	FR	9.60E-02	2.24E+00	2.16E+01	1.15E-05	5.96E-03	4.52E-04	1.43E-01	0.00E+00	1.11E-05	0.00E+00	9.62E-05
2015	Annual	Mon-Sun	2266006020	Gas Compressors	C4	175	Light Commercial Equipme	U	P	NHH	P	Yuba	SV	FR	1.55E-02	3.61E-01	5.56E+00	3.20E-06	1.21E-03	1.21E-04	3.72E-02	0.00E+00	2.96E-06	0.00E+00	2.68E-05
2015	Annual	Mon-Sun	2266006020	Gas Compressors	C4	250	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	1.24E-02	2.89E-01	5.76E+00	2.46E-06	1.40E-03	1.17E-04	3.83E-02	0.00E+00	3.41E-06	0.00E+00	2.06E-05
2015	Annual	Mon-Sun	2266006020	Gas Compressors	C4	500	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	1.08E-02	2.52E-01	8.11E+00	3.47E-06	1.97E-03	1.65E-04	5.39E-02	0.00E+00	4.80E-06	0.00E+00	2.91E-05
2015	Annual	Mon-Sun	2270002003	Pavers	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	1.46E+00	3.33E+00	1.06E+01	2.05E-04	8.27E-04	1.24E-03	1.15E-01	1.35E-06	1.06E-04	0.00E+00	1.85E-05
2015	Annual	Mon-Sun	2270002003	Pavers	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	9.08E-01	2.07E+00	1.21E+01	1.66E-04	7.98E-04	1.26E-03	1.33E-01	1.49E-06	6.95E-05	0.00E+00	1.50E-05
2015	Annual	Mon-Sun	2270002003	Pavers	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	1.09E-01	2.50E-01	2.20E+00	2.32E-05	6.97E-05	2.09E-04	2.43E-02	2.73E-07	7.99E-06	0.00E+00	2.09E-06
2015	Annual	Mon-Sun	2270002003	Pavers	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	1.12E-01	2.56E-01	2.71E+00	2.64E-05	1.04E-04	2.32E-04	2.99E-02	2.93E-07	8.92E-06	0.00E+00	2.38E-06
2015	Annual	Mon-Sun	2270002015	Rollers	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	6.00E+00	1.16E+01	3.12E+01	4.93E-04	2.31E-03	3.17E-03	3.40E-01	3.99E-06	2.62E-04	0.00E+00	4.45E-05
2015	Annual	Mon-Sun	2270002015	Rollers	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	2.41E+00	4.65E+00	2.29E+01	2.56E-04	1.43E-03	2.02E-03	2.51E-01	2.82E-06	1.09E-04	0.00E+00	2.31E-05
2015	Annual	Mon-Sun	2270002015	Rollers	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	3.43E-01	6.59E-01	4.57E+00	3.64E-05	1.18E-04	3.60E-04	5.04E-02	5.67E-07	1.21E-05	0.00E+00	3.28E-06
2015	Annual	Mon-Sun	2270002015	Rollers	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	2.40E-01	4.62E-01	4.58E+00	3.39E-05	1.29E-04	3.22E-04	5.06E-02	4.96E-07	1.12E-05	0.00E+00	3.06E-06
2015	Annual	Mon-Sun	2270002018	Scrapers	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	5.54E-02	1.69E-01	7.26E-01	1.40E-05	5.75E-05	8.35E-05	7.92E-03	9.29E-08	7.12E-06	0.00E+00	1.26E-06
2015	Annual	Mon-Sun	2270002018	Scrapers	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	5.07E-01	1.54E+00	1.04E+01	1.44E-04	6.97E-04	1.05E-03	1.14E-01	1.29E-06	5.90E-05	0.00E+00	1.30E-05
2015	Annual	Mon-Sun	2270002018	Scrapers	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	4.95E-01	1.51E+00	1.43E+01	1.52E-04	4.45E-04	1.31E-03	1.58E-01	1.77E-06	5.00E-05	0.00E+00	1.37E-05
2015	Annual	Mon-Sun	2270002018	Scrapers	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	1.36E+00	4.15E+00	6.05E+01	5.97E-04	2.22E-03	4.99E-03	6.66E-01	6.53E-06	1.93E-04	0.00E+00	5.39E-05
2015	Annual	Mon-Sun	2270002021	Paving Equipment	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	4.51E-01	1.03E+00	2.58E+00	4.99E-05	2.01E-04	3.03E-04	2.81E-02	3.30E-07	2.59E-05	0.00E+00	4.50E-06
2015	Annual	Mon-Sun	2270002021	Paving Equipment	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	2.12E-01	4.85E-01	2.24E+00	3.04E-05	1.46E-04	2.31E-04	2.45E-02	2.76E-07	1.28E-05	0.00E+00	2.74E-06
2015	Annual	Mon-Sun	2270002021	Paving Equipment	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	5.97E-02	1.37E-01	7.59E-01	7.79E-06	2.35E-05	7.17E-05	8.36E-03	9.40E-08	2.69E-06	0.00E+00	7.03E-07
2015	Annual	Mon-Sun	2270002024	Surfacing Equipment	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	5.69E-03	7.06E-03	2.06E-02	2.95E-07	1.46E-06	2.03E-06	2.25E-04	2.64E-09	1.54E-07	0.00E+00	2.67E-08
2015	Annual	Mon-Sun	2270002024	Surfacing Equipment	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	4.26E-03	5.29E-03	2.07E-02	2.08E-07	1.24E-06	1.77E-06	2.27E-04	2.55E-09	8.83E-08	0.00E+00	1.87E-08
2015	Annual	Mon-Sun	2270002024	Surfacing Equipment	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	8.53E-03	1.06E-02	6.46E-02	4.71E-07	1.65E-06	4.93E-06	7.13E-04	8.02E-09	1.63E-07	0.00E+00	4.25E-08
2015	Annual	Mon-Sun	2270002024	Surfacing Equipment	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	7.11E-02	8.82E-02	8.83E-01	5.91E-06	2.54E-05	6.08E-05	9.75E-03	9.57E-08	2.06E-06	0.00E+00	5.34E-07
2015	Annual	Mon-Sun	2270002027	Signal Boards	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	3.25E-01	4.77E-01	1.75E+00	2.31E-05	1.22E-04	1.61E-04	1.91E-02	2.24E-07	1.25E-05	0.00E+00	2.08E-06
2015	Annual	Mon-Sun	2270002027	Signal Boards	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	2.02E-01	2.96E-01	2.08E+00	1.90E-05	1.23E-04	1.66E-04	2.29E-02	2.57E-07	8.25E-06	0.00E+00	1.72E-06
2015	Annual	Mon-Sun	2270002027	Signal Boards	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	4.26E-02	6.26E-02	7.22E-01	4.42E-06	1.59E-05	5.06E-05	7.98E-03	8.98E-08	1.48E-06	0.00E+00	3.99E-07
2015	Annual	Mon-Sun	2270002030	Trenchers	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	5.79E+00	1.00E+01	2.97E+01	5.71E-04	2.30E-03	3.52E-03	3.24E-01	3.80E-06	2.94E-04	0.00E+00	5.15E-05
2015	Annual	Mon-Sun	2270002030	Trenchers	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	6.34E-01	1.09E+00	7.19E+00	9.66E-05	4.66E-04	7.52E-04	7.87E-02	8.85E-07	4.08E-05	0.00E+00	8.71E-06
2015	Annual	Mon-Sun	2270002030	Trenchers	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	5.69E-02	9.81E-02	9.92E-01	1.03E-05	3.19E-05	9.53E-05	1.09E-02	1.23E-07	3.68E-06	0.00E+00	9.31E-07
2015	Annual	Mon-Sun	2270002030	Trenchers	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	7.25E-02	1.25E-01	1.77E+00	1.68E-05	7.10E-05	1.53E-04	1.95E-02	1.91E-07	5.92E-06	0.00E+00	1.52E-06
2015	Annual	Mon-Sun	2270002033	Bore/Drill Rigs	D	120	Construction and Mining E	U	P	NHH	P	Yuba	SV	FR	5.71E-01	1.32E+00	4.63E+00	2.47E-05	3.08E-04	2.46E-04	5.08E-02	5.96E-07	1.06E-05	0.00E+00	2.23E-06
2015	Annual	Mon-Sun	2270002033	Bore/Drill Rigs	D	175	Construction and Mining E	U	P	NHH	P	Yuba	SV	FR	1.32E-01	3.05E-01	1.96E+00	9.41E-06	1.15E-04	8.17E-05	2.15E-02	2.42E-07	3.01E-06	0.00E+00	8.49E-07
2015	Annual	Mon-Sun	2270002033	Bore/Drill Rigs	D	250	Construction and Mining E	U	N	NHH	P	Yuba	SV	FR	1.14E-01	2.62E-01	2.23E+00	8.92E-06	4.49E-05	6.42E-05	2.47E-02	2.77E-07	1.89E-06	0.00E+00	8.05E-07
2015	Annual	Mon-Sun	2270002033	Bore/Drill Rigs	D	500	Construction and Mining E	U	N	NHH	P	Yuba	SV	FR	2.53E-01	5.84E-01	8.21E+00	3.26E-05	1.61E-04	2.24E-04	9.08E-02	8.91E-07	6.88E-06	0.00E+00	2.94E-06
2015	Annual	Mon-Sun	2270002036	Excavators	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	5.38E+00	2.10E+01	7.05E+01	9.53E-04	5.34E-03	6.05E-03	7.71E-01	9.04E-06	4.75E-04	0.00E+00	8.59E-05
2015	Annual	Mon-Sun	2270002036	Excavators	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	1.04E+01	4.04E+01	2.07E+02	2.12E-03	1.34E-02	1.49E-02	2.27E+00	2.55E-05	8.15E-04	0.00E+00	1.91E-04
2015	Annual	Mon-Sun	2270002036	Excavators	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	4.22E+00	1.64E+01	1.18E+02	9.17E-04	2.82E-03	7.32E-03	1.30E+00	1.47E-05	2.44E-04	0.00E+00	8.27E-05
2015	Annual	Mon-Sun	2270002036	Excavators	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	3.04E+00	1.19E+01	1.25E+02	9.34E-04	2.94E-03	6.87E-03	1.38E+00	1.36E-05	2.45E-04	0.00E+00	8.42E-05
2015	Annual	Mon-Sun	2270002039	Concrete/Industrial Sav	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	8.67E-02	1.38E-01	4.67E-01	6.13E-06	3.28E-05	4.30E-05	5.11E-03	5.99E-08	3.34E-06	0.00E+00	5.53E-07
2015	Annual	Mon-Sun	2270002039	Concrete/Industrial Sav	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	2.84E-03	4.52E-03	3.30E-02	3.02E-07	1.96E-06	2.61E-06	3.62E-04	4.07E-09	1.32E-07	0.00E+00	2.72E-08
2015	Annual	Mon-Sun	2270002045	Cranes	D	120	Construction and Mining E	U	P	NHH	P	Yuba	SV	FR	5.30E-01	1.86E+00	4.27E+00	7.43E-05	3.31E-04	4.48E-04	4.66E-02	5.47E-07	3.85E-05	0.00E+00	6.70E-06
2015	Annual	Mon-Sun	2270002045	Cranes	D	175	Construction and Mining E	U	P	NHH	P	Yuba	SV	FR	5.30E-01	1.86E+00	6.82E+00	8.53E-05	4.46E-04	6.21E-04	7.47E-02	8.41E-07	3.51E-05	0.00E+00	7.70E-06
2015	Annual	Mon-Sun	2270002045	Cranes	D	250	Construction and Mining E	U	N	NHH	P	Yuba	SV	FR	1.03E+00	3.61E+00	1.83E+01	1.67E-04	4.89E-04	1.49E-03	2.02E-01	2.27E-06	5.16E-05	0.00E+00	1.50E-05
2015	Annual	Mon-Sun	2270002045	Cranes	D	500	Construction and Mining E	U	N	NHH	P	Yuba	SV	FR	3.77E-01	1.32E+00	1.08E+01	9.20E-05	3.08E-04	7.80E-04	1.19E-01	1.17E-06	2.82E-05	0.00E+00	8.30E-06
2015	Annual	Mon-Sun	2270002048	Graders	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	1.33E+00	3.46E+00	1.19E+01	1.86E-04	9.03E-04	1.16E-03	1.30E-01	1.52E-06	9.56E-05	0.00E+00	1.68E-05
2015	Annual	Mon-Sun	2270002048	Graders	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	4.54E+00	1.18E+01	6.68E+01	7.65E-04	4.32E-03	5.62E-03	7.32E-01	8.23E-06	3.09E-04	0.00E+00	6.90E-05
2015	Annual	Mon-Sun	2270002048	Graders	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	2.81E+00	7.33E+00	5.72E+01	4.85E-04	1.48E-03	4.24E-03	6.30E-01	7.09E-06	1.46E-04	0.00E+00	4.38E-05
2015	Annual	Mon-Sun	2270002048	Graders	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	7.96E-02	2.07E-01	2.16E+00	1.73E-05	5.95E-05	1.42E-04	2.38E-02	2.33E-07	5.13E-06	0.00E+00	1.56E-06
2015	Annual	Mon-Sun	2270002051	Off-Highway Trucks	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	9.24E-02	5.03E-01	2.87E+00	3.16E-05	1.90E-04	2.16E-04	3.15E-02	3.54E-07	1.20E-05	0.00E+00	2.85E-06
2015	Annual	Mon-Sun	2270002051	Off-Highway Trucks	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	6.82E-01	3.72E+00	2.80E+01	2.32E-04	6.88E-04	1.82E-03	3.09E-01	3.48E-06	6.08E-05	0.00E+00	2.10E-05
2015	Annual	Mon-Sun	2270002051	Off-Highway Trucks	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	9.61E-01	5.24E+00	6.46E+01	5.12E-04	1.56E-03	3.70E-03	7.12E-01	6.99E-06	1.32E-04	0.00E+00	4.62E-05
2015	Annual	Mon-Sun	2270002054	Crushing/Proc. Equipm	D	120	Construction and Mining E	U	P	NHH	P	Yuba	SV	FR	6.41E-01	1.68E+00	6.38E+00	9.76E-05	4.73E-04	6.18E-04	6.97E-02	8.18E-07	5.26E-05	0.00E+00	8.81E-06
2015	Annual	Mon-Sun	2270002054	Crushing/Proc. Equipm	D	175	Construction and Mining E	U	P	NHH	P	Yuba	SV	FR	2.71E-01	7.11E-01	5.42E+00	5.86E-05	3.39E-04	4.53E-04	5.94E-02	6.68E-07	2.48E-05	0.00E+00	5.29E-06
2015	Annual	Mon-Sun	2270002054	Crushing/Proc. Equipm	D	250	Construction and Mining E	U	N	NHH	P	Yuba	SV	FR	2.70E-02	7.07E-02	7.83E-01	5.81E-06	1.83E-05	5.77E-05	8.64E-03	9.72E-08	1.79E-06	0.00E+00	5.24E-07
2015	Annual	Mon-Sun	2270002054	Crushing/Proc. Equipm	D	500	Construction and Mining E	U	N	NHH	P	Yuba	SV	FR	1.52E-01	3.98E-01	6.73E+00	4.69E-05	1.55E-04	4.32E-04	7.43E-02	7.30E-07	1.44E-05	0.00E+00	4.23E-06

2015	Annual	Mon-Sun	2270002057	Rough Terrain Forklifts	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	7.56E+00	2.35E+01	6.69E+01	9.36E-04	4.99E-03	6.04E-03	7.32E-01	8.58E-06	4.91E-04	0.00E+00	8.45E-05
2015	Annual	Mon-Sun	2270002057	Rough Terrain Forklifts	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	9.68E-01	3.00E+00	1.71E+01	1.75E-04	1.09E-03	1.31E-03	1.87E-01	2.11E-06	7.14E-05	0.00E+00	1.58E-05
2015	Annual	Mon-Sun	2270002057	Rough Terrain Forklifts	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	5.40E-02	1.68E-01	1.30E+00	9.78E-06	3.06E-05	8.68E-05	1.43E-02	1.61E-07	2.83E-06	0.00E+00	8.82E-07
2015	Annual	Mon-Sun	2270002057	Rough Terrain Forklifts	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	3.55E-02	1.10E-01	1.28E+00	9.18E-06	2.94E-05	7.51E-05	1.41E-02	1.39E-07	2.63E-06	0.00E+00	8.29E-07
2015	Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	1.05E+01	2.81E+01	7.57E+01	1.17E-03	5.74E-03	7.33E-03	8.27E-01	9.70E-06	6.03E-04	0.00E+00	1.06E-04
2015	Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	5.92E+00	1.58E+01	7.68E+01	8.64E-04	4.94E-03	6.38E-03	8.41E-01	9.46E-06	3.51E-04	0.00E+00	7.79E-05
2015	Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	5.89E+00	1.57E+01	1.06E+02	8.79E-04	2.71E-03	7.77E-03	1.17E+00	1.32E-05	2.65E-04	0.00E+00	7.93E-05
2015	Annual	Mon-Sun	2270002060	Rubber Tired Loaders	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	2.45E+00	6.55E+00	7.04E+01	5.49E-04	1.91E-03	4.57E-03	7.76E-01	7.62E-06	1.63E-04	0.00E+00	4.95E-05
2015	Annual	Mon-Sun	2270002063	Rubber Tired Dozers	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	1.42E-02	6.33E-02	3.75E-01	6.13E-06	2.64E-05	4.41E-05	4.09E-03	4.61E-08	2.50E-06	0.00E+00	5.54E-07
2015	Annual	Mon-Sun	2270002063	Rubber Tired Dozers	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	3.48E-01	1.55E+00	1.29E+01	1.71E-04	4.89E-04	1.41E-03	1.42E-01	1.60E-06	5.91E-05	0.00E+00	1.54E-05
2015	Annual	Mon-Sun	2270002063	Rubber Tired Dozers	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	5.36E-01	2.39E+00	2.88E+01	3.50E-04	1.49E-03	2.86E-03	3.16E-01	3.10E-06	1.18E-04	0.00E+00	3.16E-05
2015	Annual	Mon-Sun	2270002066	Tractors/Loaders/Backh	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	3.20E+01	8.48E+01	2.00E+02	2.44E-03	1.47E-02	1.64E-02	2.19E+00	2.57E-05	1.24E-03	0.00E+00	2.20E-04
2015	Annual	Mon-Sun	2270002066	Tractors/Loaders/Backh	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	2.39E+00	6.33E+00	2.92E+01	2.70E-04	1.85E-03	2.00E-03	3.21E-01	3.61E-06	1.06E-04	0.00E+00	2.43E-05
2015	Annual	Mon-Sun	2270002066	Tractors/Loaders/Backh	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	7.73E-01	2.05E+00	1.59E+01	1.11E-04	3.65E-04	9.24E-04	1.76E-01	1.98E-06	3.00E-05	0.00E+00	9.98E-06
2015	Annual	Mon-Sun	2270002066	Tractors/Loaders/Backh	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	1.25E+00	3.30E+00	5.16E+01	3.44E-04	1.17E-03	2.65E-03	5.69E-01	6.40E-06	9.22E-05	0.00E+00	3.10E-05
2015	Annual	Mon-Sun	2270002069	Crawler Tractors	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	1.13E+01	3.23E+01	9.74E+01	1.84E-03	7.70E-03	1.10E-02	1.06E+00	1.25E-05	9.32E-04	0.00E+00	1.66E-04
2015	Annual	Mon-Sun	2270002069	Crawler Tractors	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	3.82E+00	1.09E+01	6.05E+01	8.23E-04	4.03E-03	5.97E-03	6.62E-01	7.44E-06	3.35E-04	0.00E+00	7.42E-05
2015	Annual	Mon-Sun	2270002069	Crawler Tractors	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	3.28E+00	9.39E+00	7.08E+01	7.42E-04	2.17E-03	6.34E-03	7.79E-01	8.77E-06	2.41E-04	0.00E+00	6.70E-05
2015	Annual	Mon-Sun	2270002069	Crawler Tractors	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	2.25E+00	6.44E+00	7.57E+01	7.40E-04	2.69E-03	6.10E-03	8.34E-01	8.18E-06	2.35E-04	0.00E+00	6.67E-05
2015	Annual	Mon-Sun	2270002072	Skid Steer Loaders	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	1.30E+01	3.02E+01	5.88E+01	5.04E-04	4.09E-03	4.07E-03	6.45E-01	7.57E-06	2.57E-04	0.00E+00	4.55E-05
2015	Annual	Mon-Sun	2270002075	Off-Highway Tractors	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	1.42E-03	4.34E-03	1.87E-02	4.13E-07	1.53E-06	2.42E-06	2.03E-04	2.38E-09	2.06E-07	0.00E+00	3.72E-08
2015	Annual	Mon-Sun	2270002075	Off-Highway Tractors	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	1.74E+00	5.31E+00	3.16E+01	4.95E-04	2.18E-03	3.63E-03	3.46E-01	3.89E-06	2.04E-04	0.00E+00	4.47E-05
2015	Annual	Mon-Sun	2270002075	Off-Highway Tractors	D	250	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	1.64E+00	5.02E+00	2.97E+01	3.73E-04	1.08E-03	3.17E-03	3.27E-01	3.68E-06	1.30E-04	0.00E+00	3.37E-05
2015	Annual	Mon-Sun	2270002081	Other Construction Equ	D	120	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	2.02E-01	3.88E-01	1.43E+00	1.60E-05	1.01E-04	1.16E-04	1.57E-02	1.84E-07	8.54E-06	0.00E+00	1.44E-06
2015	Annual	Mon-Sun	2270002081	Other Construction Equ	D	175	Construction and Mining E	U	P	NHH	NP	Yuba	SV	FR	2.79E-01	5.36E-01	2.60E+00	2.13E-05	1.57E-04	1.77E-04	2.85E-02	3.21E-07	8.84E-06	0.00E+00	1.92E-06
2015	Annual	Mon-Sun	2270002081	Other Construction Equ	D	500	Construction and Mining E	U	N	NHH	NP	Yuba	SV	FR	6.47E-01	1.24E+00	1.43E+01	8.13E-05	3.08E-04	7.36E-04	1.58E-01	1.55E-06	2.44E-05	0.00E+00	7.34E-06
2015	Annual	Mon-Sun	2270003010	Aerial Lifts	D	120	Industrial Equipment	U	P	NHH	NP	Yuba	SV	FR	1.52E+00	1.60E+00	2.78E+00	3.55E-05	1.89E-04	2.55E-04	3.04E-02	3.57E-07	1.89E-05	0.00E+00	3.21E-06
2015	Annual	Mon-Sun	2270003010	Aerial Lifts	D	500	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	1.95E-01	2.05E-01	1.97E+00	1.02E-05	4.33E-05	1.23E-04	2.18E-02	2.14E-07	3.59E-06	0.00E+00	9.18E-07
2015	Annual	Mon-Sun	2270003020	Forklifts	D	120	Industrial Equipment	U	P	NHH	NP	Yuba	SV	FR	8.15E-01	4.02E+00	5.73E+00	6.74E-05	4.28E-04	4.57E-04	6.27E-02	7.36E-07	3.36E-05	0.00E+00	6.08E-06
2015	Annual	Mon-Sun	2270003020	Forklifts	D	175	Industrial Equipment	U	P	NHH	NP	Yuba	SV	FR	8.19E-01	4.04E+00	1.03E+01	9.56E-05	6.66E-04	6.80E-04	1.13E-01	1.27E-06	3.65E-05	0.00E+00	8.62E-06
2015	Annual	Mon-Sun	2270003020	Forklifts	D	250	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	8.13E-01	4.01E+00	1.40E+01	1.01E-04	3.15E-04	7.80E-04	1.55E-01	1.74E-06	2.53E-05	0.00E+00	9.07E-06
2015	Annual	Mon-Sun	2270003020	Forklifts	D	500	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	3.48E-01	1.72E+00	8.62E+00	6.02E-05	1.85E-04	4.28E-04	9.52E-02	9.34E-07	1.51E-05	0.00E+00	5.43E-06
2015	Annual	Mon-Sun	2270003030	Sweepers/Scrubbers	D	120	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	1.23E+00	4.11E+00	1.41E+01	1.75E-04	1.03E-03	1.18E-03	1.54E-01	1.81E-06	9.19E-05	0.00E+00	1.58E-05
2015	Annual	Mon-Sun	2270003030	Sweepers/Scrubbers	D	175	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	5.65E-01	1.89E+00	1.20E+01	1.09E-04	7.52E-04	8.36E-04	1.31E-01	1.48E-06	4.43E-05	0.00E+00	9.87E-06
2015	Annual	Mon-Sun	2270003030	Sweepers/Scrubbers	D	250	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	9.05E-02	3.03E-01	2.22E+00	1.51E-05	4.94E-05	1.33E-04	2.45E-02	2.76E-07	4.15E-06	0.00E+00	1.36E-06
2015	Annual	Mon-Sun	2270003040	Other General Industria	D	120	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	6.64E-01	2.60E+00	7.37E+00	1.24E-04	5.64E-04	7.41E-04	8.04E-02	9.43E-07	6.50E-05	0.00E+00	1.12E-05
2015	Annual	Mon-Sun	2270003040	Other General Industria	D	175	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	6.66E-01	2.60E+00	1.14E+01	1.36E-04	7.35E-04	9.96E-04	1.25E-01	1.40E-06	5.59E-05	0.00E+00	1.23E-05
2015	Annual	Mon-Sun	2270003040	Other General Industria	D	250	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	6.63E-01	2.59E+00	1.59E+01	1.31E-04	3.87E-04	1.22E-03	1.76E-01	1.98E-06	3.84E-05	0.00E+00	1.19E-05
2015	Annual	Mon-Sun	2270003040	Other General Industria	D	500	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	6.62E-01	2.59E+00	3.11E+01	2.41E-04	7.44E-04	2.08E-03	3.43E-01	3.37E-06	6.99E-05	0.00E+00	2.18E-05
2015	Annual	Mon-Sun	2270003050	Other Material Handlin	D	120	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	2.86E-02	1.03E-01	2.87E-01	4.78E-06	2.19E-05	2.88E-05	3.13E-03	3.67E-08	2.52E-06	0.00E+00	4.32E-07
2015	Annual	Mon-Sun	2270003050	Other Material Handlin	D	175	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	3.06E-02	1.11E-01	6.16E-01	7.31E-06	3.96E-05	5.38E-05	6.75E-03	7.59E-08	3.01E-06	0.00E+00	6.60E-07
2015	Annual	Mon-Sun	2270003050	Other Material Handlin	D	250	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	7.28E-02	2.63E-01	1.73E+00	1.41E-05	4.18E-05	1.33E-04	1.91E-02	2.14E-07	4.16E-06	0.00E+00	1.27E-06
2015	Annual	Mon-Sun	2270003050	Other Material Handlin	D	500	Industrial Equipment	U	N	NHH	NP	Yuba	SV	FR	1.36E-02	4.92E-02	4.27E-01	3.27E-06	1.02E-05	2.85E-05	4.71E-03	4.62E-08	9.56E-07	0.00E+00	2.95E-07
2015	Annual	Mon-Sun	2270004030	Leaf Blowers/Vacuums	D	120	Lawn and Garden Equipme	U	N	NHH	P	Yuba	SV	FR	1.05E-02	3.46E-03	7.68E-03	7.85E-08	4.89E-07	6.59E-07	8.41E-05	9.87E-10	4.19E-08	0.00E+00	7.08E-09
2015	Annual	Mon-Sun	2270004030	Leaf Blowers/Vacuums	D	250	Lawn and Garden Equipme	U	N	NHH	P	Yuba	SV	FR	3.01E-03	9.89E-04	4.48E-03	2.02E-08	9.14E-08	2.95E-07	4.96E-05	5.58E-10	7.58E-09	0.00E+00	1.82E-09
2015	Annual	Mon-Sun	2270004035	Snowblowers	D	175	Lawn and Garden Equipme	U	P	NHH	P	Yuba	SV	FR	5.15E-03	5.69E-03	3.44E-02	2.90E-07	1.97E-06	2.68E-06	3.78E-04	4.25E-09	1.27E-07	0.00E+00	2.62E-08
2015	Annual	Mon-Sun	2270004035	Snowblowers	D	250	Lawn and Garden Equipme	U	N	NHH	P	Yuba	SV	FR	8.75E-02	9.68E-02	8.85E-01	5.11E-06	1.95E-05	6.11E-05	9.77E-03	1.10E-07	1.79E-06	0.00E+00	4.61E-07
2015	Annual	Mon-Sun	2270004035	Snowblowers	D	500	Lawn and Garden Equipme	U	N	NHH	P	Yuba	SV	FR	2.63E-01	2.90E-01	3.93E+00	2.08E-05	8.57E-05	2.42E-04	4.34E-02	4.26E-07	7.46E-06	0.00E+00	1.87E-06
2015	Annual	Mon-Sun	2270004065	Chippers/Stump Grinde	D	120	Lawn and Garden Equipme	U	P	NHH	P	Yuba	SV	FR	3.73E-01	4.75E-01	1.65E+00	2.14E-05	1.14E-04	1.53E-04	1.80E-02	2.12E-07	1.16E-05	0.00E+00	1.93E-06
2015	Annual	Mon-Sun	2270004065	Chippers/Stump Grinde	D	175	Lawn and Garden Equipme	U	P	NHH	P	Yuba	SV	FR	2.56E-02	3.26E-02	1.95E-01	1.74E-06	1.14E-05	1.57E-05	2.15E-03	2.41E-08	7.64E-07	0.00E+00	1.57E-07
2015	Annual	Mon-Sun	2270004065	Chippers/Stump Grinde	D	250	Lawn and Garden Equipme	U	N	NHH	P	Yuba	SV	FR	6.02E-03	7.67E-03	7.71E-02	4.71E-07	1.72E-06	5.51E-06	8.52E-04	9.58E-09	1.63E-07	0.00E+00	4.25E-08
2015	Annual	Mon-Sun	2270004065	Chippers/Stump Grinde	D	500	Lawn and Garden Equipme	U	N	NHH	P	Yuba	SV	FR	5.57E-02	7.09E-02	7.93E-01	4.39E-06	1.76E-05	4.99E-05	8.75E-03	8.59E-08	1.56E-06	0.00E+00	3.97E-07
2015	Annual	Mon-Sun	2270005015	Agricultural Tractors	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	4.42E+02	5.77E+02	1.92E+03	2.59E-02	1.33E-01	1.83E-01	2.10E+01	2.46E-04	1.39E-02	0.00E+00	2.34E-03
2015	Annual	Mon-Sun	2270005015	Agricultural Tractors	D	175	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	2.49E+02	3.25E+02	1.84E+03	1.71E-02	1.08E-01	1.52E-01	2.02E+01	2.28E-04	7.41E-03	0.00E+00	1.55E-03
2015	Annual	Mon-Sun	2270005015	Agricultural Tractors	D	250	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	1.61E+02	2.10E+02	1.69E+03	1.07E-02	3.82E-02	1.23E-01	1.87E+01	2.10E-04	3.67E-03	0.00E+00	9.62E-04
2015	Annual	Mon-Sun	2270005015	Agricultural Tractors	D	500	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	3.20E+01	4.17E+01	5.49E+02	3.15E-03	1.25E-02	3.55E-02	6.07E+00	5.95E-05	1.11E-03	0.00E+00	2.85E-04
2015	Annual	Mon-Sun	2270005020	Combines	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	9.34E+00	3.84E+00	1.66E+01	1.80E-04	1.07E-03	1.47E-03	1.82E-01	2.14E-06	9.43E-05	0.00E+00	1.62E-05
2015	Annual	Mon-Sun	2270005020	Combines	D	175	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	1.39E+01	5.71E+00	3.23E+01	2.35E-04	1.76E-03	2.47E-03	3.55E-01	4.00E-06	1.02E-04	0.00E+00	2.12E-05
2015	Annual	Mon-Sun	2270005020	Combines	D	250	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	1.48E+01	6.10E+00	4.84E+01	2.32E-04	1.00E-03	3.26E-03	5.35E-01	6.02E-06	8.47E-05	0.00E+00	2.09E-05
2015	Annual	Mon-Sun	2270005020	Combines	D	500	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	5.92E-01	2.44E-01	2.66E+00	1.13E-05	5.55E-05	1.61E-04	2.94E-02	2.88E-07	4.42E-06	0.00E+00	1.02E-06

2015	Annual	Mon-Sun	2270005025	Balers	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	1.24E+01	3.24E+00	8.06E+00	8.36E-05	5.12E-04	7.03E-04	8.84E-02	1.04E-06	4.36E-05	0.00E+00	7.54E-06
2015	Annual	Mon-Sun	2270005030	Agricultural Mowers	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	5.83E-01	5.81E-01	9.29E-01	1.17E-05	6.30E-05	8.64E-05	1.02E-02	1.19E-07	6.24E-06	0.00E+00	1.06E-06
2015	Annual	Mon-Sun	2270005035	Sprayers	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	5.92E+00	1.46E+00	3.80E+00	3.93E-05	2.41E-04	3.31E-04	4.17E-02	4.89E-07	2.05E-05	0.00E+00	3.54E-06
2015	Annual	Mon-Sun	2270005035	Sprayers	D	175	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	2.49E+00	6.15E-01	2.65E+00	1.82E-05	1.42E-04	1.99E-04	2.91E-02	3.27E-07	7.88E-06	0.00E+00	1.64E-06
2015	Annual	Mon-Sun	2270005035	Sprayers	D	250	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	1.56E+00	3.84E-01	2.70E+00	1.21E-05	5.51E-05	1.79E-04	2.98E-02	3.36E-07	4.51E-06	0.00E+00	1.10E-06
2015	Annual	Mon-Sun	2270005035	Sprayers	D	500	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	2.65E-01	6.55E-02	5.03E-01	2.01E-06	1.03E-05	3.01E-05	5.56E-03	5.45E-08	8.02E-07	0.00E+00	1.81E-07
2015	Annual	Mon-Sun	2270005040	Tillers	D	250	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	8.84E-03	4.17E-03	4.52E-02	2.21E-07	9.44E-07	3.06E-06	4.99E-04	5.62E-09	8.04E-08	0.00E+00	1.99E-08
2015	Annual	Mon-Sun	2270005040	Tillers	D	500	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	2.65E-02	1.25E-02	2.42E-01	1.06E-06	5.08E-06	1.47E-05	2.67E-03	2.62E-08	4.08E-07	0.00E+00	9.52E-08
2015	Annual	Mon-Sun	2270005045	Swathers	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	6.73E+01	2.03E+01	4.98E+01	5.22E-04	3.17E-03	4.35E-03	5.46E-01	6.40E-06	2.73E-04	0.00E+00	4.71E-05
2015	Annual	Mon-Sun	2270005045	Swathers	D	175	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	6.01E-01	1.81E-01	8.53E-01	5.98E-06	4.59E-05	6.45E-05	9.37E-03	1.05E-07	2.58E-06	0.00E+00	5.39E-07
2015	Annual	Mon-Sun	2270005050	Hydro Power Units	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	1.59E-01	3.45E-01	6.64E-01	1.03E-05	4.88E-05	6.64E-05	7.26E-03	8.51E-08	5.55E-06	0.00E+00	9.27E-07
2015	Annual	Mon-Sun	2270005055	Other Agricultural Equ	D	120	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	1.54E+01	1.61E+01	3.76E+01	4.79E-04	2.56E-03	3.51E-03	4.11E-01	4.82E-06	2.56E-04	0.00E+00	4.33E-05
2015	Annual	Mon-Sun	2270005055	Other Agricultural Equ	D	175	Agricultural Equipment	U	P	NHH	NP	Yuba	SV	FR	1.28E+00	1.34E+00	5.65E+00	4.93E-05	3.25E-04	4.57E-04	6.20E-02	6.98E-07	2.13E-05	0.00E+00	4.45E-06
2015	Annual	Mon-Sun	2270005055	Other Agricultural Equ	D	250	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	1.28E+00	1.34E+00	8.14E+00	4.78E-05	1.80E-04	5.81E-04	8.99E-02	1.01E-06	1.67E-05	0.00E+00	4.32E-06
2015	Annual	Mon-Sun	2270005055	Other Agricultural Equ	D	500	Agricultural Equipment	U	N	NHH	NP	Yuba	SV	FR	3.09E-01	3.23E-01	2.82E+00	1.50E-05	6.33E-05	1.79E-04	3.12E-02	3.06E-07	5.42E-06	0.00E+00	1.36E-06
2015	Annual	Mon-Sun	2270006005	Generator Sets	D	120	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	1.06E+01	9.79E+00	3.48E+01	4.31E-04	2.34E-03	3.16E-03	3.81E-01	4.47E-06	2.28E-04	0.00E+00	3.89E-05
2015	Annual	Mon-Sun	2270006005	Generator Sets	D	175	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	6.26E-01	5.79E-01	3.74E+00	3.15E-05	2.12E-04	2.96E-04	4.10E-02	4.62E-07	1.35E-05	0.00E+00	2.84E-06
2015	Annual	Mon-Sun	2270006005	Generator Sets	D	250	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	3.50E-01	3.23E-01	3.11E+00	1.71E-05	6.67E-05	2.15E-04	3.43E-02	3.86E-07	5.88E-06	0.00E+00	1.54E-06
2015	Annual	Mon-Sun	2270006005	Generator Sets	D	500	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	7.78E-01	7.19E-01	1.10E+01	5.44E-05	2.37E-04	6.75E-04	1.21E-01	1.19E-06	1.94E-05	0.00E+00	4.91E-06
2015	Annual	Mon-Sun	2270006010	Pumps	D	120	Light Commercial Equipme	U	P	NHH	P	Yuba	SV	FR	5.98E+00	6.60E+00	2.35E+01	3.03E-04	1.60E-03	2.16E-03	2.57E-01	3.01E-06	1.61E-04	0.00E+00	2.74E-05
2015	Annual	Mon-Sun	2270006010	Pumps	D	175	Light Commercial Equipme	U	P	NHH	P	Yuba	SV	FR	6.47E-01	7.14E-01	4.55E+00	4.01E-05	2.62E-04	3.65E-04	5.00E-02	5.62E-07	1.72E-05	0.00E+00	3.62E-06
2015	Annual	Mon-Sun	2270006010	Pumps	D	250	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	4.66E-01	5.14E-01	4.68E+00	2.71E-05	1.02E-04	3.29E-04	5.17E-02	5.82E-07	9.24E-06	0.00E+00	2.45E-06
2015	Annual	Mon-Sun	2270006010	Pumps	D	500	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	9.20E-03	1.01E-02	1.58E-01	8.31E-07	3.49E-06	9.89E-06	1.75E-03	1.72E-08	2.92E-07	0.00E+00	7.50E-08
2015	Annual	Mon-Sun	2270006015	Air Compressors	D	120	Light Commercial Equipme	U	P	NHH	P	Yuba	SV	FR	9.56E+00	2.13E+01	4.58E+01	7.13E-04	3.37E-03	4.51E-03	5.00E-01	5.87E-06	3.85E-04	0.00E+00	6.43E-05
2015	Annual	Mon-Sun	2270006015	Air Compressors	D	175	Light Commercial Equipme	U	P	NHH	P	Yuba	SV	FR	3.62E-01	8.07E-01	3.25E+00	3.54E-05	2.01E-04	2.79E-04	3.57E-02	4.01E-07	1.51E-05	0.00E+00	3.19E-06
2015	Annual	Mon-Sun	2270006015	Air Compressors	D	250	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	5.09E-01	1.14E+00	6.74E+00	4.90E-05	1.58E-04	5.09E-04	7.44E-02	8.38E-07	1.55E-05	0.00E+00	4.42E-06
2015	Annual	Mon-Sun	2270006015	Air Compressors	D	500	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	6.64E-01	1.48E+00	1.55E+01	1.05E-04	3.61E-04	1.02E-03	1.71E-01	1.68E-06	3.32E-05	0.00E+00	9.47E-06
2015	Annual	Mon-Sun	2270006025	Welders	D	120	Light Commercial Equipme	U	P	NHH	P	Yuba	SV	FR	5.57E+00	9.80E+00	1.77E+01	2.60E-04	1.27E-03	1.71E-03	1.93E-01	2.27E-06	1.40E-04	0.00E+00	2.34E-05
2015	Annual	Mon-Sun	2270006025	Welders	D	175	Light Commercial Equipme	U	P	NHH	P	Yuba	SV	FR	2.76E-02	4.86E-02	2.17E-01	2.21E-06	1.31E-05	1.83E-05	2.38E-03	2.68E-08	9.47E-07	0.00E+00	1.99E-07
2015	Annual	Mon-Sun	2270006025	Welders	D	250	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	6.13E-03	1.08E-02	5.81E-02	3.92E-07	1.33E-06	4.29E-06	6.42E-04	7.22E-09	1.28E-07	0.00E+00	3.54E-08
2015	Annual	Mon-Sun	2270006025	Welders	D	500	Light Commercial Equipme	U	N	NHH	P	Yuba	SV	FR	1.53E-02	2.70E-02	2.05E-01	1.27E-06	4.67E-06	1.33E-05	2.26E-03	2.22E-08	4.18E-07	0.00E+00	1.14E-07
2015	Annual	Mon-Sun	2270006030	Pressure Washers	D	120	Light Commercial Equipme	U	P	NHH	P	Yuba	SV	FR	6.90E-02	2.74E-02	3.01E-02	3.25E-07	1.93E-06	2.60E-06	3.29E-04	3.86E-09	1.69E-07	0.00E+00	2.93E-08
2015	Annual	Mon-Sun	2270010005	Compressors (Workove	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	2.29E-01	7.73E-01	2.45E+00	4.10E-05	1.87E-04	2.50E-04	2.67E-02	3.13E-07	2.18E-05	0.00E+00	3.70E-06
2015	Annual	Mon-Sun	2270010005	Compressors (Workove	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	1.31E-01	4.42E-01	2.32E+00	2.77E-05	1.49E-04	2.05E-04	2.54E-02	2.86E-07	1.16E-05	0.00E+00	2.50E-06
2015	Annual	Mon-Sun	2270010005	Compressors (Workove	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	5.45E-02	1.84E-01	1.35E+00	1.15E-05	3.38E-05	1.07E-04	1.49E-02	1.67E-07	3.54E-06	0.00E+00	1.04E-06
2015	Annual	Mon-Sun	2270010005	Compressors (Workove	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	2.94E-01	9.92E-01	1.39E+01	1.12E-04	3.44E-04	9.60E-04	1.53E-01	1.50E-06	3.39E-05	0.00E+00	1.01E-05
2015	Annual	Mon-Sun	2270010010	Pump (Workover)	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	4.36E-01	1.47E+00	4.97E+00	8.31E-05	3.80E-04	5.07E-04	5.42E-02	6.36E-07	4.43E-05	0.00E+00	7.50E-06
2015	Annual	Mon-Sun	2270010010	Pump (Workover)	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	5.23E-01	1.77E+00	8.79E+00	1.05E-04	5.66E-04	7.77E-04	9.63E-02	1.08E-06	4.39E-05	0.00E+00	9.47E-06
2015	Annual	Mon-Sun	2270010010	Pump (Workover)	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.19E+00	4.01E+00	2.82E+01	2.41E-04	7.06E-04	2.23E-03	3.11E-01	3.49E-06	7.40E-05	0.00E+00	2.17E-05
2015	Annual	Mon-Sun	2270010010	Pump (Workover)	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	2.16E+00	7.28E+00	9.42E+01	7.58E-04	2.33E-03	6.51E-03	1.04E+00	1.02E-05	2.30E-04	0.00E+00	6.84E-05
2015	Annual	Mon-Sun	2270010015	Generator (Workover)	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	6.87E-01	2.32E+00	7.50E+00	1.26E-04	5.73E-04	7.66E-04	8.19E-02	9.61E-07	6.69E-05	0.00E+00	1.13E-05
2015	Annual	Mon-Sun	2270010015	Generator (Workover)	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	3.49E-01	1.18E+00	5.86E+00	7.00E-05	3.77E-04	5.18E-04	6.42E-02	7.22E-07	2.93E-05	0.00E+00	6.31E-06
2015	Annual	Mon-Sun	2270010015	Generator (Workover)	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	9.81E-02	3.31E-01	2.08E+00	1.78E-05	5.20E-05	1.64E-04	2.29E-02	2.58E-07	5.45E-06	0.00E+00	1.60E-06
2015	Annual	Mon-Sun	2270010015	Generator (Workover)	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.20E-01	4.04E-01	5.00E+00	4.02E-05	1.24E-04	3.46E-04	5.52E-02	5.41E-07	1.22E-05	0.00E+00	3.63E-06
2015	Annual	Mon-Sun	2270010020	Swivel	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	2.07E-01	6.99E-01	2.50E+00	4.19E-05	1.91E-04	2.56E-04	2.73E-02	3.21E-07	2.23E-05	0.00E+00	3.78E-06
2015	Annual	Mon-Sun	2270010020	Swivel	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	5.56E-01	1.88E+00	8.50E+00	1.02E-04	5.47E-04	7.51E-04	9.31E-02	1.05E-06	4.24E-05	0.00E+00	9.16E-06
2015	Annual	Mon-Sun	2270010020	Swivel	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.20E-01	4.05E-01	2.97E+00	2.54E-05	7.43E-05	2.35E-04	3.27E-02	3.68E-07	7.79E-06	0.00E+00	2.29E-06
2015	Annual	Mon-Sun	2270010020	Swivel	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	3.27E-02	7.61E-03	1.01E-01	4.12E-07	2.10E-06	6.15E-06	1.12E-03	1.10E-08	1.67E-07	0.00E+00	3.72E-08
2015	Annual	Mon-Sun	2270010025	Snubbing	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	3.27E-02	1.10E-01	3.80E-01	6.36E-06	2.91E-05	3.88E-05	4.15E-03	4.87E-08	3.39E-06	0.00E+00	5.74E-07
2015	Annual	Mon-Sun	2270010030	Other Workover Equip	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	1.14E+00	3.86E+00	1.18E+01	1.98E-04	9.05E-04	1.21E-03	1.29E-01	1.52E-06	1.05E-04	0.00E+00	1.79E-05
2015	Annual	Mon-Sun	2270010030	Other Workover Equip	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	5.45E-01	1.84E+00	9.53E+00	1.14E-04	6.14E-04	8.42E-04	1.04E-01	1.17E-06	4.76E-05	0.00E+00	1.03E-05
2015	Annual	Mon-Sun	2270010030	Other Workover Equip	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.85E-01	6.25E-01	4.58E+00	3.92E-05	1.15E-04	3.63E-04	5.05E-02	5.69E-07	1.20E-05	0.00E+00	3.54E-06
2015	Annual	Mon-Sun	2270010035	Lift (Drilling)	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	3.27E-02	1.10E-01	4.18E-01	6.99E-06	3.19E-05	4.26E-05	4.56E-03	5.35E-08	3.72E-06	0.00E+00	6.31E-07
2015	Annual	Mon-Sun	2270010035	Lift (Drilling)	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	2.18E-02	7.35E-02	3.72E-01	4.44E-06	2.40E-05	3.29E-05	4.08E-03	4.59E-08	1.86E-06	0.00E+00	4.01E-07
2015	Annual	Mon-Sun	2270010035	Lift (Drilling)	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.09E-01	3.68E-01	2.82E+00	2.41E-05	7.07E-05	2.24E-04	3.11E-02	3.50E-07	7.41E-06	0.00E+00	2.18E-06
2015	Annual	Mon-Sun	2270010035	Lift (Drilling)	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	7.52E-01	2.54E+00	3.31E+01	2.66E-04	8.19E-04	2.29E-03	3.65E-01	3.58E-06	8.08E-05	0.00E+00	2.40E-05
2015	Annual	Mon-Sun	2270010040	Pump (Drilling)	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	4.03E-01	1.36E+00	4.55E+00	7.61E-05	3.48E-04	4.64E-04	4.96E-02	5.82E-07	4.05E-05	0.00E+00	6.86E-06
2015	Annual	Mon-Sun	2270010040	Pump (Drilling)	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	4.58E-01	1.55E+00	7.64E+00	9.12E-05	4.92E-04	6.75E-04	8.36E-02	9.41E-07	3.81E-05	0.00E+00	8.23E-06
2015	Annual	Mon-Sun	2270010040	Pump (Drilling)	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	7.09E-01	2.39E+00	1.87E+01	1.60E-04	4.70E-04	1.49E-03	2.07E-01	2.33E-06	4.92E-05	0.00E+00	1.45E-05
2015	Annual	Mon-Sun	2270010040	Pump (Drilling)	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.55E+00	5.22E+00	6.95E+01	5.59E-04	1.72E-03	4.80E-03	7.67E-01	8.63E-06	1.70E-04	0.00E+00	5.04E-05

2015	Annual	Mon-Sun	2270010045	Generator (Drilling)	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	9.81E-02	3.31E-01	1.14E+00	1.91E-05	8.72E-05	1.16E-04	1.24E-02	1.46E-07	1.02E-05	0.00E+00	1.72E-06
2015	Annual	Mon-Sun	2270010045	Generator (Drilling)	D	175	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	3.38E-01	1.14E+00	5.32E+00	6.36E-05	3.43E-04	4.70E-04	5.83E-02	6.56E-07	2.66E-05	0.00E+00	5.74E-06
2015	Annual	Mon-Sun	2270010045	Generator (Drilling)	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	2.40E-01	8.09E-01	5.30E+00	4.53E-05	1.33E-04	4.20E-04	5.84E-02	6.57E-07	1.39E-05	0.00E+00	4.09E-06
2015	Annual	Mon-Sun	2270010045	Generator (Drilling)	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.20E-01	7.00E-01	8.85E+00	7.72E-05	2.24E-04	6.17E-04	9.76E-02	9.58E-07	2.21E-05	0.00E+00	6.97E-06
2015	Annual	Mon-Sun	2270010055	Drill Rig	D	120	Oil Drilling	U	P	NHH	P	Yuba	SV	FR	1.90E+00	3.77E+00	1.43E+01	4.02E-05	8.83E-04	5.88E-04	1.58E-01	1.85E-06	6.36E-06	0.00E+00	3.63E-06
2015	Annual	Mon-Sun	2270010055	Drill Rig	D	175	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.95E+00	3.88E+00	2.67E+01	6.89E-05	1.45E-03	8.19E-04	2.94E-01	3.30E-06	8.12E-06	0.00E+00	6.22E-06
2015	Annual	Mon-Sun	2270010055	Drill Rig	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.44E+00	2.86E+00	2.61E+01	5.11E-05	4.88E-04	3.45E-04	2.89E-01	3.25E-06	5.09E-06	0.00E+00	4.61E-06
2015	Annual	Mon-Sun	2270010055	Drill Rig	D	500	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	3.91E+00	7.78E+00	1.29E+02	2.53E-04	2.39E-03	1.70E-03	1.43E+00	1.40E-05	2.52E-05	0.00E+00	2.28E-05
2015	Annual	Mon-Sun	2270010057	Drill Rig (Mobile)	D	120	Oil Drilling	U	P	NHH	NP	Yuba	SV	FR	7.63E-02	5.93E-01	2.10E+00	5.27E-05	1.82E-04	2.98E-04	2.28E-02	2.68E-07	2.53E-05	0.00E+00	4.76E-06
2015	Annual	Mon-Sun	2270010057	Drill Rig (Mobile)	D	175	Oil Drilling	U	N	NHH	NP	Yuba	SV	FR	2.18E-02	1.69E-01	1.09E+00	1.96E-05	8.00E-05	1.39E-04	1.19E-02	1.34E-07	7.87E-06	0.00E+00	1.77E-06
2015	Annual	Mon-Sun	2270010057	Drill Rig (Mobile)	D	250	Oil Drilling	U	N	NHH	NP	Yuba	SV	FR	1.09E-02	8.47E-02	7.25E-01	1.07E-05	3.01E-05	8.61E-05	7.96E-03	8.95E-08	3.73E-06	0.00E+00	9.66E-07
2015	Annual	Mon-Sun	2270010057	Drill Rig (Mobile)	D	500	Oil Drilling	U	N	NHH	NP	Yuba	SV	FR	3.27E-02	2.54E-01	3.61E+00	4.86E-05	2.21E-04	3.89E-04	3.95E-02	3.88E-07	1.64E-05	0.00E+00	4.39E-06
2015	Annual	Mon-Sun	2270010058	Workover Rig (Mobile	D	120	Oil Drilling	U	P	NHH	NP	Yuba	SV	FR	3.87E+00	3.01E+01	1.07E+02	2.67E-03	9.23E-03	1.51E-02	1.16E+00	1.36E-05	1.28E-03	0.00E+00	2.41E-04
2015	Annual	Mon-Sun	2270010058	Workover Rig (Mobile	D	175	Oil Drilling	U	N	NHH	NP	Yuba	SV	FR	8.94E-01	6.94E+00	4.48E+01	8.04E-04	3.28E-03	5.68E-03	4.89E-01	5.51E-06	3.23E-04	0.00E+00	7.26E-05
2015	Annual	Mon-Sun	2270010058	Workover Rig (Mobile	D	250	Oil Drilling	U	N	NHH	NP	Yuba	SV	FR	7.74E-01	6.01E+00	5.15E+01	7.60E-04	2.14E-03	6.12E-03	5.65E-01	6.36E-06	2.65E-04	0.00E+00	6.86E-05
2015	Annual	Mon-Sun	2270010058	Workover Rig (Mobile	D	500	Oil Drilling	U	N	NHH	NP	Yuba	SV	FR	1.71E+00	1.33E+01	1.89E+02	2.54E-03	1.15E-02	2.04E-02	2.07E+00	2.03E-05	8.61E-04	0.00E+00	2.30E-04
2015	Annual	Mon-Sun	2270010060	Pressure Washers	D	250	Oil Drilling	U	N	NHH	P	Yuba	SV	FR	1.09E-02	3.68E-02	2.38E-01	5.66E-07	4.58E-06	3.21E-06	2.64E-03	2.97E-08	4.87E-08	0.00E+00	5.10E-08
2015	Annual	Mon-Sun	2270011005	A/C unit	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	2.03E+00	1.67E+00	5.79E+00	7.05E-05	3.87E-04	5.31E-04	6.34E-02	7.44E-07	3.77E-05	0.00E+00	6.36E-06
2015	Annual	Mon-Sun	2270011005	A/C unit	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	8.47E-01	6.98E-01	4.94E+00	2.78E-05	1.09E-04	3.50E-04	5.45E-02	6.14E-07	1.00E-05	0.00E+00	2.51E-06
2015	Annual	Mon-Sun	2270011005	A/C unit	D	500	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	3.35E-01	2.76E-01	2.96E+00	1.50E-05	6.57E-05	1.87E-04	3.27E-02	3.20E-07	5.62E-06	0.00E+00	1.36E-06
2015	Annual	Mon-Sun	2270011010	Aircraft Support	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	5.52E-01	4.54E-01	1.06E+00	1.29E-05	7.09E-05	9.72E-05	1.16E-02	1.36E-07	6.90E-06	0.00E+00	1.16E-06
2015	Annual	Mon-Sun	2270011010	Aircraft Support	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	7.88E-01	6.49E-01	3.11E+00	2.57E-05	1.75E-04	2.47E-04	3.41E-02	3.84E-07	1.12E-05	0.00E+00	2.32E-06
2015	Annual	Mon-Sun	2270011015	Cart	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	2.36E-01	1.95E-01	5.41E-01	6.58E-06	3.62E-05	4.96E-05	5.93E-03	6.95E-08	3.52E-06	0.00E+00	5.94E-07
2015	Annual	Mon-Sun	2270011015	Cart	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	5.91E-02	4.87E-02	2.55E-01	2.11E-06	1.44E-05	2.03E-05	2.80E-03	3.15E-08	9.22E-07	0.00E+00	1.90E-07
2015	Annual	Mon-Sun	2270011015	Cart	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	1.97E-01	1.62E-01	1.09E+00	6.13E-06	2.39E-05	7.72E-05	1.20E-02	1.35E-07	2.20E-06	0.00E+00	5.53E-07
2015	Annual	Mon-Sun	2270011020	Communications	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	1.18E-01	9.73E-02	2.67E-01	3.25E-06	1.79E-05	2.45E-05	2.93E-03	3.43E-08	1.74E-06	0.00E+00	2.93E-07
2015	Annual	Mon-Sun	2270011025	Compressor (Military)	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	2.97E+00	2.45E+00	5.97E+00	7.26E-05	3.99E-04	5.47E-04	6.54E-02	7.67E-07	3.89E-05	0.00E+00	6.55E-06
2015	Annual	Mon-Sun	2270011025	Compressor (Military)	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	7.88E-02	6.49E-02	3.71E-01	3.07E-06	2.09E-05	2.95E-05	4.07E-03	4.58E-08	1.34E-06	0.00E+00	2.77E-07
2015	Annual	Mon-Sun	2270011025	Compressor (Military)	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	1.58E-01	1.30E-01	9.85E-01	5.55E-06	2.17E-05	6.99E-05	1.09E-02	1.22E-07	2.00E-06	0.00E+00	5.01E-07
2015	Annual	Mon-Sun	2270011025	Compressor (Military)	D	500	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	5.52E-01	4.54E-01	5.76E+00	2.93E-05	1.28E-04	3.65E-04	6.37E-02	6.25E-07	1.10E-05	0.00E+00	2.64E-06
2015	Annual	Mon-Sun	2270011030	Crane	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	3.15E-01	2.60E-01	9.32E-01	4.43E-06	5.81E-05	5.57E-05	1.02E-02	1.20E-07	2.70E-06	0.00E+00	4.00E-07
2015	Annual	Mon-Sun	2270011030	Crane	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	5.91E-02	4.87E-02	2.34E-01	8.80E-07	1.28E-05	1.11E-05	2.58E-03	2.90E-08	4.16E-07	0.00E+00	7.94E-08
2015	Annual	Mon-Sun	2270011030	Crane	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	3.94E-02	3.24E-02	2.36E-01	7.01E-07	4.41E-06	8.83E-06	2.61E-03	2.94E-08	2.46E-07	0.00E+00	6.32E-08
2015	Annual	Mon-Sun	2270011040	Deicer	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	7.88E-02	6.49E-02	2.45E-01	2.98E-06	1.64E-05	2.25E-05	2.68E-03	3.15E-08	1.60E-06	0.00E+00	2.69E-07
2015	Annual	Mon-Sun	2270011050	Generator (Military)	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	1.32E+01	1.09E+01	3.11E+01	3.78E-04	2.08E-03	2.85E-03	3.40E-01	3.99E-06	2.02E-04	0.00E+00	3.41E-05
2015	Annual	Mon-Sun	2270011050	Generator (Military)	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	1.07E+01	8.78E+00	4.42E+01	3.65E-04	2.49E-03	3.51E-03	4.85E-01	5.46E-06	1.60E-04	0.00E+00	3.29E-05
2015	Annual	Mon-Sun	2270011050	Generator (Military)	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	2.82E+00	2.32E+00	1.76E+01	9.92E-05	3.88E-04	1.25E-03	1.94E-01	2.19E-06	3.57E-05	0.00E+00	8.95E-06
2015	Annual	Mon-Sun	2270011050	Generator (Military)	D	500	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	1.14E+00	9.41E-01	1.11E+01	5.66E-05	2.48E-04	7.06E-04	1.23E-01	1.21E-06	2.12E-05	0.00E+00	5.11E-06
2015	Annual	Mon-Sun	2270011060	Hydraulic unit	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	1.32E+00	1.09E+00	3.54E+00	4.31E-05	2.37E-04	3.25E-04	3.88E-02	4.55E-07	2.31E-05	0.00E+00	3.89E-06
2015	Annual	Mon-Sun	2270011065	Lift (Military)	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	3.94E-02	3.24E-02	1.06E-01	1.29E-06	7.07E-06	9.70E-06	1.16E-03	1.36E-08	6.89E-07	0.00E+00	1.16E-07
2015	Annual	Mon-Sun	2270011075	Pressure Washers	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	5.91E-02	4.87E-02	2.53E-01	2.09E-06	1.43E-05	2.01E-05	2.78E-03	3.13E-08	9.16E-07	0.00E+00	1.89E-07
2015	Annual	Mon-Sun	2270011080	Pump (Military)	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	8.86E-01	7.30E-01	2.51E+00	3.05E-05	1.68E-04	2.30E-04	2.74E-02	3.22E-07	1.63E-05	0.00E+00	2.75E-06
2015	Annual	Mon-Sun	2270011085	Start Cart	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	1.97E-02	1.62E-02	5.57E-02	6.77E-07	3.72E-06	5.10E-06	6.10E-04	7.15E-09	3.63E-07	0.00E+00	6.11E-08
2015	Annual	Mon-Sun	2270011085	Start Cart	D	500	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	1.97E-02	1.62E-02	1.56E-01	7.94E-07	3.47E-06	9.90E-06	1.73E-03	1.69E-08	2.97E-07	0.00E+00	7.16E-08
2015	Annual	Mon-Sun	2270011090	Test Stand	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	6.50E-01	5.35E-01	1.69E+00	2.06E-05	1.13E-04	1.55E-04	1.85E-02	2.17E-07	1.10E-05	0.00E+00	1.86E-06
2015	Annual	Mon-Sun	2270011090	Test Stand	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	3.94E-02	3.24E-02	1.58E-01	1.30E-06	8.89E-06	1.25E-05	1.73E-03	1.95E-08	5.70E-07	0.00E+00	1.18E-07
2015	Annual	Mon-Sun	2270011090	Test Stand	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	6.11E-01	5.03E-01	3.37E+00	1.90E-05	7.42E-05	2.39E-04	3.72E-02	4.19E-07	6.83E-06	0.00E+00	1.71E-06
2015	Annual	Mon-Sun	2270011090	Test Stand	D	500	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	2.36E-01	1.95E-01	2.27E+00	1.15E-05	5.05E-05	1.44E-04	2.51E-02	2.46E-07	4.32E-06	0.00E+00	1.04E-06
2015	Annual	Mon-Sun	2270011100	Welder	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	1.14E+00	9.41E-01	2.00E+00	2.44E-05	1.34E-04	1.84E-04	2.19E-02	2.57E-07	1.30E-05	0.00E+00	2.20E-06
2015	Annual	Mon-Sun	2270011105	Other tactical support e	D	120	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	3.15E-01	2.60E-01	7.04E-01	8.56E-06	4.71E-05	6.45E-05	7.71E-03	9.04E-08	4.58E-06	0.00E+00	7.73E-07
2015	Annual	Mon-Sun	2270011105	Other tactical support e	D	175	Military Tactical Support E	U	P	NHH	P	Yuba	SV	FR	3.15E-01	2.60E-01	1.31E+00	1.09E-05	7.41E-05	1.05E-04	1.44E-02	1.62E-07	4.75E-06	0.00E+00	9.80E-07
2015	Annual	Mon-Sun	2270011105	Other tactical support e	D	250	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	1.18E-01	9.73E-02	7.22E-01	4.07E-06	1.59E-05	5.12E-05	7.98E-03	8.97E-08	1.46E-06	0.00E+00	3.67E-07
2015	Annual	Mon-Sun	2270011105	Other tactical support e	D	500	Military Tactical Support E	U	N	NHH	P	Yuba	SV	FR	3.94E-02	3.24E-02	2.98E-01	1.51E-06	6.63E-06	1.89E-05	3.29E-03	3.23E-08	5.67E-07	0.00E+00	1.37E-07
2015	Annual	Mon-Sun	2270014005	Generator (Entertainme	D	120	Entertainment Equipment	U	P	NHH	P	Yuba	SV	FR	1.35E-01	1.25E-01	5.08E-01	6.34E-06	3.42E-05	4.69E-05	5.56E-03	6.52E-08	3.40E-06	0.00E+00	5.72E-07
2015	Annual	Mon-Sun	2270014005	Generator (Entertainme	D	175	Entertainment Equipment	U	N	NHH	P	Yuba	SV	FR	1.12E-01	1.03E-01	7.01E-01	5.97E-06	3.99E-05	5.63E-05	7.70E-03	8.66E-08	2.61E-06	0.00E+00	5.38E-07
2015	Annual	Mon-Sun	2270014005	Generator (Entertainme	D	250	Entertainment Equipment	U	N	NHH	P	Yuba	SV	FR	1.72E-01	1.59E-01	1.42E+00	8.29E-06	3.17E-05	1.02E-04	1.57E-02	1.77E-07	2.96E-06	0.00E+00	7.48E-07
2015	Annual	Mon-Sun	2270014005	Generator (Entertainme	D	500	Entertainment Equipment	U	N	NHH	P	Yuba	SV	FR	2.67E-01	2.47E-01	3.09E+00	1.63E-05	6.96E-05	1.97E-04	3.41E-02	3.35E-07	6.02E-06	0.00E+00	1.47E-06
2015	Annual	Mon-Sun	2270014010	Compressor (Entertain	D	120	Entertainment Equipment	U	P	NHH	P	Yuba	SV	FR	1.38E-03	3.07E-03	4.90E-03	7.70E-08	3.62E-07	4.92E-07	5.36E-05	6.28E-10	4.19E-08	0.00E+00	6.94E-09
2015	Annual	Mon-Sun	2270015005	Compressor (Railyard)	D	120	Railyard Operations	U	P	NHH	P	Yuba	SV	FR	2.75E-03	6.14E-03	9.13E-03	1.43E-07	6.75E-07	9.15E-07	9.97E-05	1.17E-09	7.79E-08	0.00E+00	1.29E-08
2015	Annual	Mon-Sun	2270015010	Crane (Rail-CHE)	D	120	Railyard Operations	U	P	NHH	P	Yuba	SV	FR	1.38E-03	3.07E-03	7.57E-03	1.19E-07	5.59E-07	7.59E-07	8.27E-05	9.71E-10	6.46E-08	0.00E+00	1.07E-08
2015	Annual	Mon-Sun	2270015010	Crane (Rail-CHE)	D	175	Railyard Operations	U	P	NHH	P	Yuba	SV	FR	4.13E-03	3.82E-03	1.19E-02	1.01E-07	6.77E-07	9.56E-07	1.31E-04	1.47E-09	4.43E-08	0.00E+00	9.14E-09
2015	Annual	Mon-Sun	2270015015	Materials Handling (Ra	D	120	Railyard Operations	U	P	NHH	P	Yuba	SV	FR	1.38E-03	3.07E-03	8.31E-03	1.30E-07	6.14E-07	8.34E-07	9.08E-05	1.02E-09	7.10E-08	0.00E+00	1.18E-08
2015	Annual	Mon-Sun	2270015020	Generator (Railyard)	D	175	Railyard Operations	U	P	NHH	P	Yuba	SV	FR	1.38E-03	1.27E-03	8.07E-03	6.86E-08	4.59E-07	6.48E-07	8.86E-05	9.97E-10	3.00E-08	0.00E+00	6.19E-09
2015	Annual	Mon-Sun	2282020005	Vessels w/Inboard Eng	D	250	Pleasure Craft	U	N	NHH	NP	Yuba	SV	FR	6.17E-01	1.57E-01	7.83E-01	4.62E-05	6.94E-05	1.58E-04	8.39E-03	9.44E-08	4.07E-06	0.00E+00	4.17E-06

SECTION 2 – ONROAD VEHICLE EMFAC2007 EMISSION FACTORS FOR YUBA COUNTY

ON-ROAD VEHICLE TRIPS FOR YEAR 2006 THROUGH 2015 WITH 7% GROWTH:

Trip Type	Vehicle Percentage	2006 Trips/Day	2007	2008	2009	2010	2011	2012	2013	2014	2015
Inbound Collection Vehicles - 50K GVW		91	97	104	111	119	127	136	146	156	167
Outbound Transfer Trucks - 80K GVW		27	29	31	33	35	38	41	43	46	50
Public Inbound (including CRT, tires, buyback) Autos	50%	121	129	139	148	159	170	182	194	208	222
Public Inbound (including CRT, tires, buyback) Light Trucks	30%	73	78	83	89	95	102	109	117	125	133
Public Inbound (including CRT, tires, buyback) Medium Trucks	15%	36	39	42	44	48	51	54	58	62	67
Public Inbound (including CRT, tires, buyback) Heavy Trucks	5%	12	13	14	15	16	17	18	19	21	22
Employee - Autos	50%	85	91	97	104	111	119	128	136	146	156
Employee - Light Trucks	45%	77	82	88	94	100	107	115	123	131	141
Employee - Medium Trucks	5%	9	9	10	10	11	12	13	14	15	16
Total Trips=		530	567	607	649	695	743	795	851	910	974
Growth Rates=			1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Years=			1	2	3	4	5	6	7	8	9

Total Trips for Public Inbound and Employee										
Public Inbound (including CRT, tires, buyback)	242	259	277	296	317	339	363	389	416	445
Employee	170	182	195	208	223	238	255	273	292	313

ON-ROAD EMISSIONS AND EMFAC2007 EMISSION FACTORS FOR YEAR 2006 (WINTER FOR CO, SUMMER FOR ALL OTHER POLLUTANTS):

	2006 Trips/ Day	Miles/ Trip	Total Daily Miles	Speed (mph)	Vehicle Type	Emission Factors (g/mi) ROG	NOx	CO	PM10	PM10 Tire	PM10 Brake
Inbound Collection Vehicles - 50K GVW	91	20	1817	35	HDT	0.895	8.757	14.163	0.361	0.02	0.019
Outbound Transfer Trucks - 80K GVW	27	20	540	35	HDT	0.895	8.757	14.163	0.361	0.02	0.019
Public Inbound (including CRT, tires, buyback) Autos	121	20	2420	35	LDA	0.259	0.314	5.144	0.011	0.008	0.013
Public Inbound (including CRT, tires, buyback) Light Trucks	73	20	1452	35	LDT	0.329	0.533	6.863	0.019	0.008	0.013
Public Inbound (including CRT, tires, buyback) Medium Trucks	36	20	726	35	MDT	0.261	0.956	4.96	0.019	0.009	0.013
Public Inbound (including CRT, tires, buyback) Heavy Trucks	12	20	242	35	HDT	0.895	8.757	14.163	0.361	0.02	0.019
Employee - Autos	85	20	1700	35	LDA	0.259	0.314	5.144	0.011	0.008	0.013
Employee - Light Trucks	77	20	1530	35	LDT	0.329	0.533	6.863	0.019	0.008	0.013
Employee - Medium Trucks	9	20	170	35	MDT	0.261	0.956	4.96	0.019	0.009	0.013
Total Trips=	530		10597								
					Total Daily Emissions (g/day)	4608	26499	82913	1057	117	153
					Total Daily Emissions (pounds per day)	10	58	183	2	0	0

lbs/VMT Entrained PM10		Total PM10	18.11488374

ON-ROAD EMISSIONS AND EMFAC2007 EMISSION FACTORS FOR YEAR 2015 (WINTER FOR CO, SUMMER FOR ALL OTHER POLLUTANTS):

	2015	Miles/ Trip	Total Daily Miles	Speed (mph)	Vehicle Type	Emission Factors (g/mi) ROG	NOx	CO	PM10	PM10 Tire	PM10 Brake
GVW	167	20	3340	35	HDT	0.407	4.27	4.563	0.179	0.021	0.019
GVW	50	20	993	35	HDT	0.407	4.27	4.563	0.179	0.021	0.019
Public Inbound (including CRT, tires, buyback) Autos	222	20	4449	35	LDA	0.07	0.116	1.953	0.01	0.008	0.013
Public Inbound (including CRT, tires, buyback) Light Trucks	133	20	2669	35	LDT	0.109	0.221	2.864	0.017	0.008	0.013
Public Inbound (including CRT, tires, buyback) Medium Trucks	67	20	1335	35	MDT	0.11	0.451	2.371	0.019	0.009	0.013
Public Inbound (including CRT, tires, buyback) Heavy Trucks	22	20	445	35	HDT	0.407	4.27	4.563	0.179	0.021	0.019
Employee - Autos	156	20	3125	35	LDA	0.07	0.116	1.953	0.01	0.008	0.013
Employee - Light Trucks	141	20	2813	35	LDT	0.109	0.221	2.864	0.017	0.008	0.013
Employee - Medium Trucks	16	20	313	35	MDT	0.11	0.451	2.371	0.019	0.009	0.013
Total Trips=	958		19170								
					Total Daily Emissions (g/day)	3254	23236	56203	1056	220	282
					Total Daily Emissions (pounds per day)	7	51	124	2	0	1

lbs/VMT Entrained PM10	Total PM10
0.001434	30.9096642

SECTION 3 – COMPOSTING EMISSION CALCULATIONS

Emissions from Composting at FRO -- calculated using SCAQMD emission factors

	Emission Factors (lbs/ton of material) VOC Active Compost	VOC Curing	Ammonia Active Compost	Ammonia Curing	Composite Factor VOC	Composite Factor Ammonia	CIWMB Factor 1.0368
Composting	3.44	0.4	0.83	0.02	3.84	0.85	
Co-Composting	1.42	0.36	1.47	1.47	1.78	2.94	

	Annual Throughput (tons) Cubic Yards	Proposed Project	Emissions (lbs/day) Proposed Project VOC	Ammonia
Composting	30,000	20,625	217	48

a) Daily emissions calculated from annual emissions divided by 365 days.

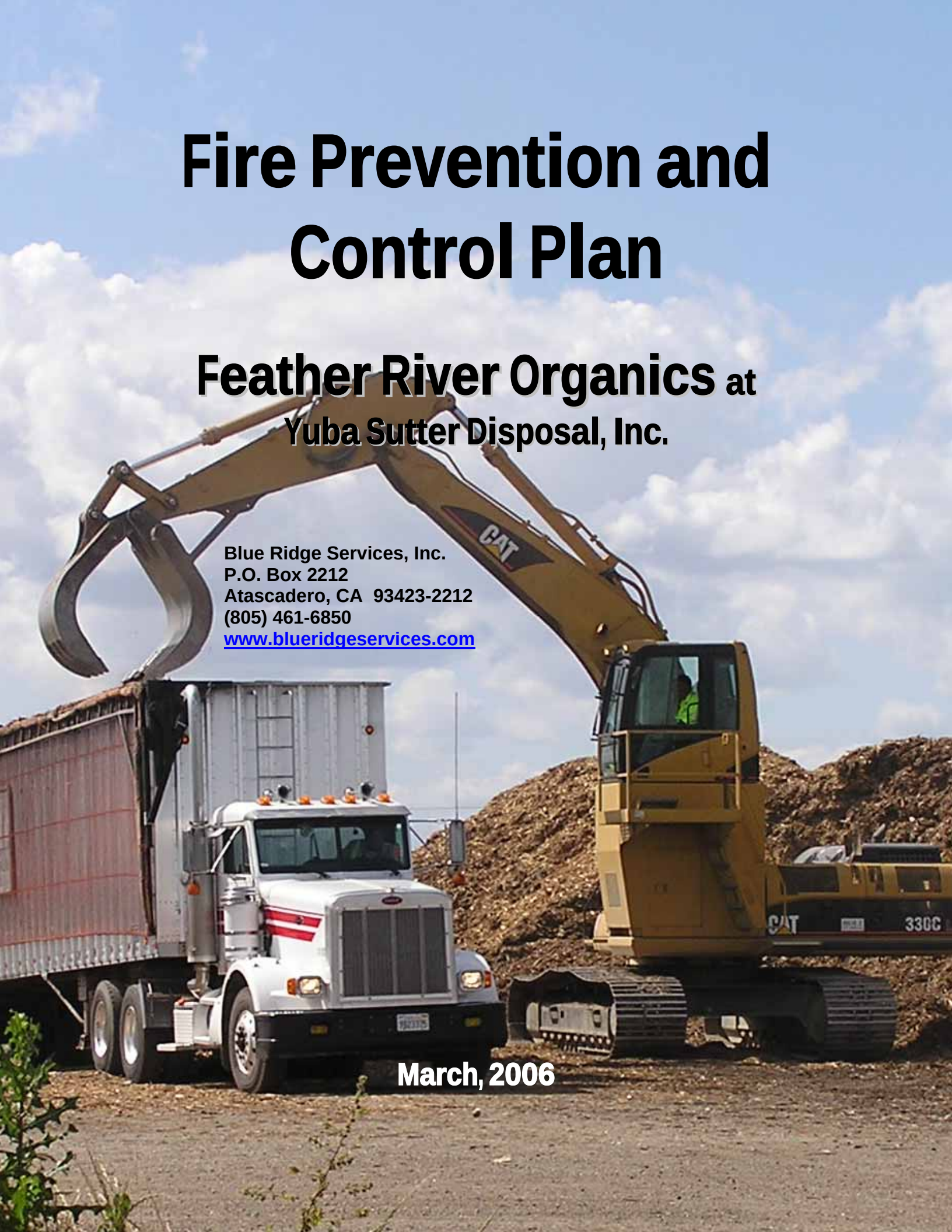
Emissions from Composting at FRO -- calculated using CIWMB emission factor (equals 27% of factor used by SCAQMD

	VOC Emissions (lbs/day) Proposed Project	ROG Emissions	
Composting	217	84.62	SCAQMD Factor
Composting	59	22.85	CIWMB Factor

Appendix C
Fire Prevention and Control Plan

Fire Prevention and Control Plan

Feather River Organics at Yuba Sutter Disposal, Inc.



Blue Ridge Services, Inc.
P.O. Box 2212
Atascadero, CA 93423-2212
(805) 461-6850
www.blueridgeservices.com

March, 2006

INTRODUCTION

Yuba Sutter Disposal, Inc. (YSDI) operates the Feather River Organics (FRO) composting facility in Marysville, California. At this facility, the compost feedstock includes green waste, wood waste and food waste.

Green waste, wood waste and food waste delivered to FRO by company collection trucks and the public have the potential to trigger spontaneous combustion or facilitate large fires if not managed properly. As such, the standard operating procedures at the site focus on the prevention, control, and managing hot spots as they occur.

This plan has been developed to minimize the intensity and frequency of fires. To develop this plan, a number of regulatory sources and industry standards were evaluated. These included:

- California Fire Code
- Public Services Code
- Health and Safety Code
- California Administrative Code
- California Code of Regulations
- Cal -OSHA

COMPOSTING BASICS

The process of creating compost is essentially a naturally-occurring, heat generating, biological decomposition process. The biological decomposition process is dependant on the availability of oxygen and water, which are affected by variables such as frequent turning and material pore space within the compost mass.

The process of grinding, adding moisture and mixing compostable materials allows the composting process to occur in a matter of months as opposed to the years it would take in a natural environment. However, because of the increased heat generation, fires can occur. Other causes of compost facility fires such as smoking, arson and lightning are relatively uncommon but could occur. Appropriate pile size and separation will prevent the spread of fire.

To prevent fires, FRO closely monitors the temperature of the material, mixing the material and adding water to maintain safe temperatures. The ideal temperature range for active compost is 120^{o} – 140^{o} Fahrenheit (F), with moisture levels of 45%-65%. Biological activity begins to slow at 170^{o}F and microbes generally die or become dormant at temperatures over 175^{o}F.

Spontaneous Combustion When temperatures reach 175^{o}F, a chemical oxidation process takes over and as temperatures increase, the process accelerates. The internal heating causes the evaporation of moisture within the organic material. Spontaneous combustion can occur when moisture content drops below 40% and temperatures reach 300^{o}F, the combustion point for most organic materials.

The focus of the operating procedures described below is preventing spontaneous combustion from occurring through diligent temperature monitoring, and by managing materials such that when hot spots are identified, steps will be taken to prevent spread of fire at the facility.

STANDARD OPERATING PROCEDURES

This section describes the various stages of composting at the FRO Compost Facility. As the primary component of fire prevention, temperature monitoring begins as material is received, and continues until the material is removed from the site or poses no potential for spontaneous combustion.

Receiving Inbound Feedstock

Inbound loads of compostable organic material may contain hot embers or ashes that could cause a fire. To minimize this risk, as compostable material is received, drivers must stop at the gatehouse where notification signs explain to customers that hazardous, reactive, explosive or burning materials are not accepted. The gatehouse attendants, load checkers and spotters are trained to identify hot loads.

Stockpiling of Feedstock Material

As feedstock is received, it is directed to a temporary stockpile until it is prioritized for processing. Two types of material are received. These are green waste and wood waste.

Green Waste The facility accepts and composts green waste from activities such as landscaping and tree trimming as well as from agricultural sources. Because of its moisture content and void ratio that can provide a wet/dry interface, unprocessed green waste material represents a potential risk of fire. Daily visual inspections are conducted for signs of hot spots (steam, compression of pile) with temperature probing in noted locations.

Wood Waste The facility accepts wood waste that is processed on-site. The processed material is either shipped out as fuel material or added to the green waste. Generation of heat sufficient for spontaneous combustion in clean wood waste is unlikely due to its relatively low moisture content.

Mechanical Processing

During the composting process, material goes through mechanical processes that include grinding, screening and turning. These processes may create dust and sparks that in some cases could cause a fire.

Similarly, dust or debris that accumulates on the engine or exhaust system of these machines could also cause a fire. To minimize this risk, all machines involved in the compost process are inspected daily at the start and end of the shift and are cleaned on a regular basis as part of the facility's preventive maintenance program.

Active Composting

During the period of active composting, a significant amount of heat is produced. This is often evident in the form of steam rising from the windrows, especially during the cool, early morning hours.

FRO utilizes a standard open windrow system for composting green waste. The open windrow method requires periodic turning and watering. To replenish this moisture, a water truck is used to spray water onto the windrows on an as-needed basis.

To prevent the spread of fire, windrows are separated from each other by a minimum of 8 feet.

Daily visual inspections are conducted for signs of hot spots in each windrow. Temperatures are monitored daily during the pathogen reduction period where temperatures are to remain at or over 131^{o}F for 15 days. Outside of this 15-day period, when materials are over 160^{o}F, temperature monitoring occurs a minimum of every day. Pile turning takes place at least once per week, breaking apart and mixing materials to form a more uniform, homogeneous mixture. Temperature monitoring takes place in each windrow the day after turning to identify potential hot spots.

One water truck is available on site.

Compost Products

Compost product is material that meets the California Code of Regulations Title 14 metal and pathogen reduction requirements for sale off site.

Finished Unscreened Compost (large and small material mixed together) receives a visual inspection daily, with focused temperature monitoring documentation a minimum of every day when material is over 160^{o} Fahrenheit.

Finished Screened Compost product does not have the characteristics for spontaneous combustion because of the limited pore space. However, if finished compost is allowed to get wet, spontaneous combustion can occur.

Finished compost is inspected visually on a daily basis. It typically is not monitored for temperature unless the weekly visual inspection identifies a potential hotspot, in which case the temperature will be checked. If probing indicates a temperature of 160^{o}F or greater, the action point procedures on page 7 will be followed.

Overs are the woody chipped material remaining after the screening separation process. Stockpiles of this material are inspected visually daily, with focused temperature monitoring documented a minimum of every day when temperature is greater than 160^{o}F, and a minimum of once per week when material is below 160^{o}F.

Because of the porosity and heterogeneous nature of this material, spontaneous combustion can occur in the overs pile. Compost overs are incorporated into the wood, used as alternative daily cover at a landfill, or disposed of as refuse.

FRO Composting Facility - Material Management Procedures

To minimize the potential for a fire, the following guidelines have been developed. In the composting industry, the main focus of fire prevention is directed toward temperature monitoring and material management via pile size.

MATERIAL MANAGEMENT PROCEDURES								
MATERIAL	MAXIMUM STOCKPILE DIMENSIONS			MINIMUM SPACING		MINIMUM INSPECTION FREQUENCY		NOTES
	*LENGTH	WIDTH	HEIGHT	BETWEEN PILES	PERIMETER	VISUAL INSPECTION	TEMPERATURE PROBE	
**California Fire Code Regulations regarding Wood Chips and Compost	250'	150'	25'	Fire Dept. Access	N/A	N/A	N/A	N/A
Unprocessed Green Waste	200'	30'	10'	20'	25'	Daily	Daily	See Page 7
Unprocessed Wood Waste	60'	45'	15'	25'	25'	Daily	Daily	See Page 7
Active Compost Windrows	200'	15'	15'	8'	15'	Daily	Daily	See Page 7
Finished Unscreened Compost	200'	50'	15'	10'	15'	Daily	Daily	See Page 7
Finished Screened Compost	200'	50'	15'	10'	15'	Daily	Weekly or more often based on visual	See Page 7
Overs and Processed Wood Waste	200'	50'	15'	10'	25'	Daily	Daily	See Page 7

**Fire control is not dependent on length of pile.*

***The California Fire Code, Section 3008.3, establishes these dimensions for pile size. FRO uses more conservative dimensions for material handling.*

Fire Prevention Action Points

As part of their monitoring program, FRO considers the following temperatures to be action points:

160°F or greater:

Focused daily temperature monitoring and addition of water to reduce temperatures to below 160°F.

170°F:

Addition of water; verify temperature reduction or stabilization within 24 hours. If temperatures remain stable, continue the addition of water and re-verify.

180°F:

Begin deconstruction of heat source immediately, as described below.

Pile Deconstruction Procedures

It should be noted that opening up or turning a windrow will sometimes provide an infusion of oxygen that may lead toward spontaneous combustion. For this reason, the following equipment is available on-site for pile deconstruction when excessive temperatures are detected:

1. Water truck
2. Front end loader
3. Excavator
4. Hose
5. Fire extinguishers

Focusing on the hot spot, cooler outer material is removed to isolate the problem. As material is removed, it is spread out on the ground or stacked in small piles to cool. If necessary, the water truck or fire extinguisher will be used on hot material removed from the windrow. As necessary, this process will continue until temperatures register below 160° Fahrenheit. Once temperature monitoring of the surrounding material verifies temperatures have returned to below 160° Fahrenheit, the action will be considered successful.

General Procedures for Fire Control

When a fire occurs, the top priority is to protect human health and the environment. Employees must have received initial training, including PPE training, before being allowed to participate in fire-fighting activities. Hotspots and small, smoldering fires should be extinguished using the procedures listed on page 7.

1. Refer to emergency response plan.
2. Contact the site supervisor immediately.
3. Unless instructed otherwise:
    a. Stay upwind of the fire at all times.
    b. Turn off all electrical power to circuits that could be damaged by the fire and may potential short out.
    c. Bring a filled water truck to the fire and begin spraying water on the fire.
    d. Use the loader, excavator or dozer to begin clearing the area around the fire so that it will not spread.
4. If it can be done safely, remove all vehicles from the vicinity of the fire.
5. If fuel from a machine or tank is burning, be careful that the water does not spread the fire.
6. If a tractor, truck or other vehicle or machine is on fire:
    a. Do not approach a burning vehicle unless instructed to do so by the fire department.
    b. If it can be done safely, tow the vehicle to a secure location so that the fire does not spread.
    c. Never risk personal injury or death attempting to save a machine or building.
7. In general:
    a. In most cases, isolating the burning material or covering it with soil is more effective than water.
    b. If two or more water trucks are being used, try to use them in shifts so that at least one water truck is at the fire at all times.
    c. Do not overuse water. Remember, most fires can be controlled with a relatively small amount of water.
    d. All fire extinguishers to be Type ABC, suitable for all types of fires.
    e. Do not approach any fire with a tractor unless a water truck is close by for backup.

Appendix A – Special Occurrence and Temperature Log

Feather River Organics

Daily Special Occurrence and Fire Prevention Temperature Log

Date: ____/____/____

Material Type (circle one)	Windrow/ Pile I.D.	Temperature Readings (F)				
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						
UG F FS O						

Special Occurrence:_____

_____

_____

UG: Unground
F: Finished
FS: Finished Screened
O: Overs

Appendix B – Site Layout